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Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

MEETING OF THE

TRANSPORTATION & COMMUNICATIONS COMMITTEE

Thursday, August 5, 2004
10:30 a.m. – 12:00 noon

SCAG OFFICES

San Bernardino Conference Rm A & B
818 W. 7th Street, 12th Floor
Los Angeles, California 90017

213. 236.1800

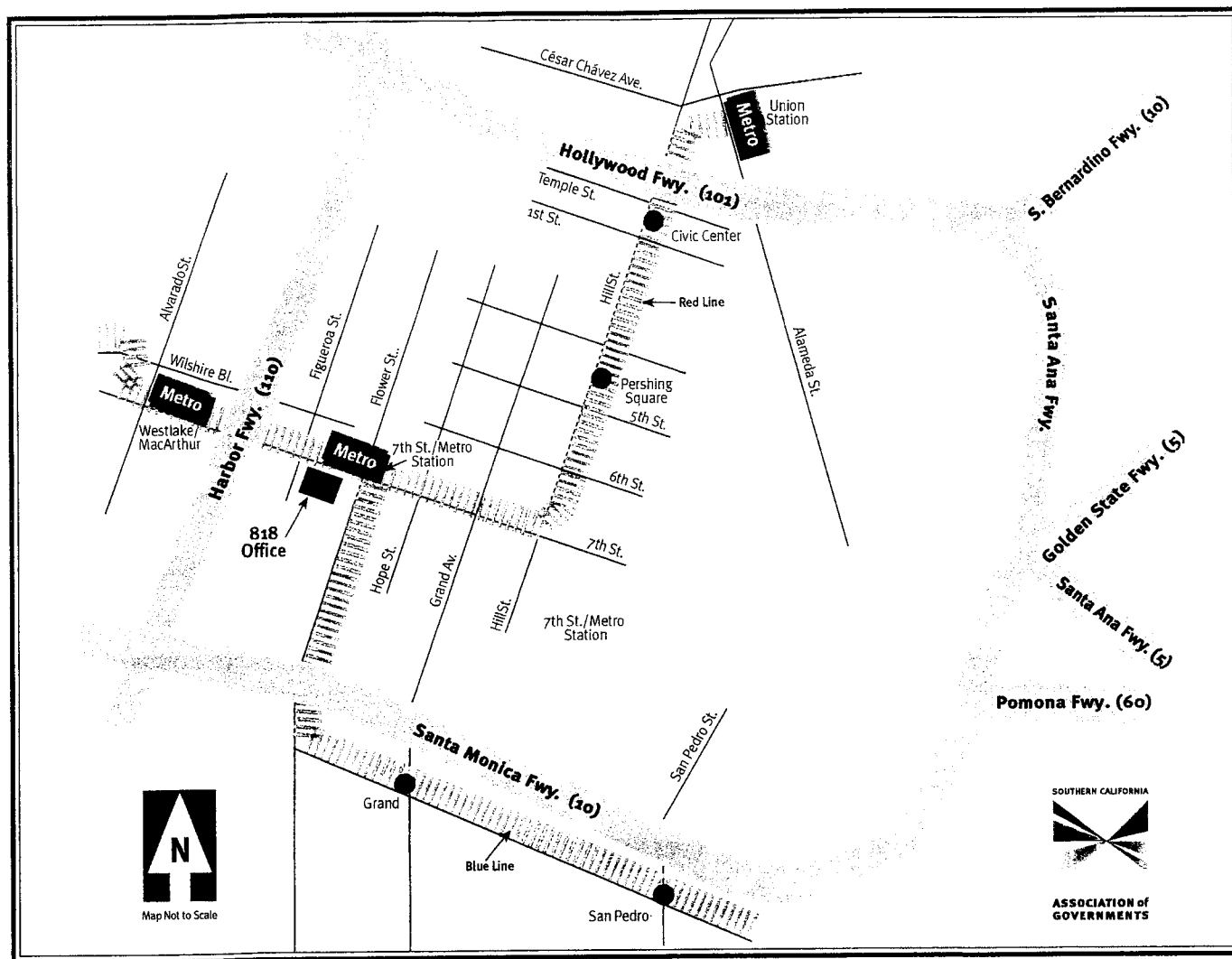
MAP & AGENDA ENCLOSED

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Cathy Alvarado at 213.236.1896 or alvarado@scag.ca.gov.

Agendas and Minutes are available on the web
@ www.scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

How to get to the Southern California Association of Governments



To Get to the 818 Building

- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

By Transit...

- SCAG is accessible by all **Metrolink Service** to Union Station. At transfer to the **Metro Red Line** (free transfer with Metrolink ticket) and get off at 7th and Metro Station. **Metro Line Service** to SCAG is also available from Alvarado Station.
- SCAG is accessible by the **Blue Line**. Get off at 7th and Metro Station.
- SCAG is served directly by **DASH Routes A and B. Bus Service** via MTA, Foothill, Santa Monica, Orange County is available to downtown. Call **1-800-Commute** for details.

SCAG Main Office:

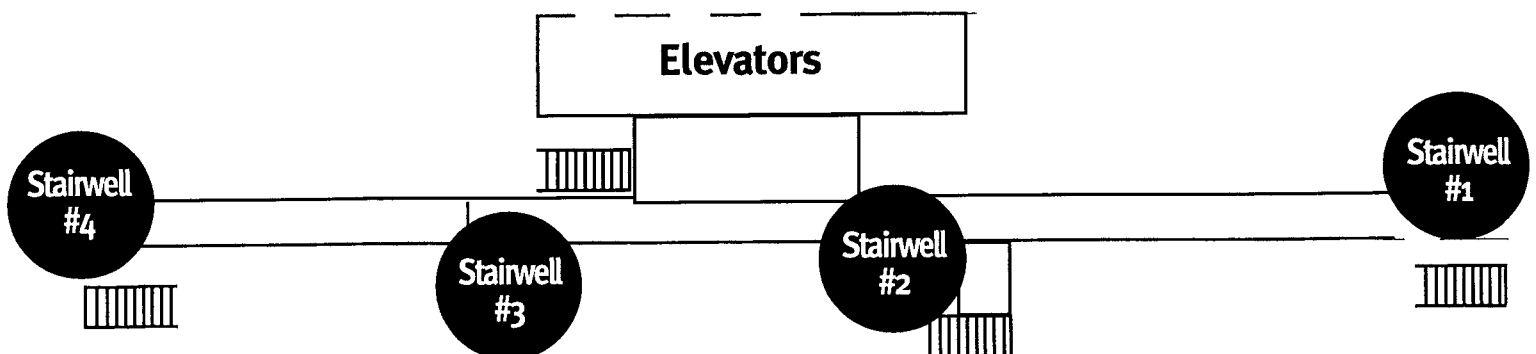
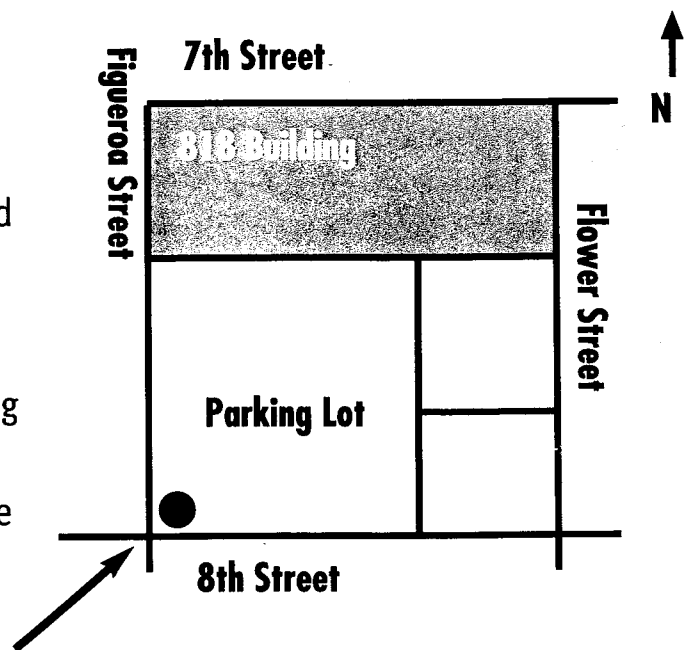
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Emergency Evacuation Procedures:

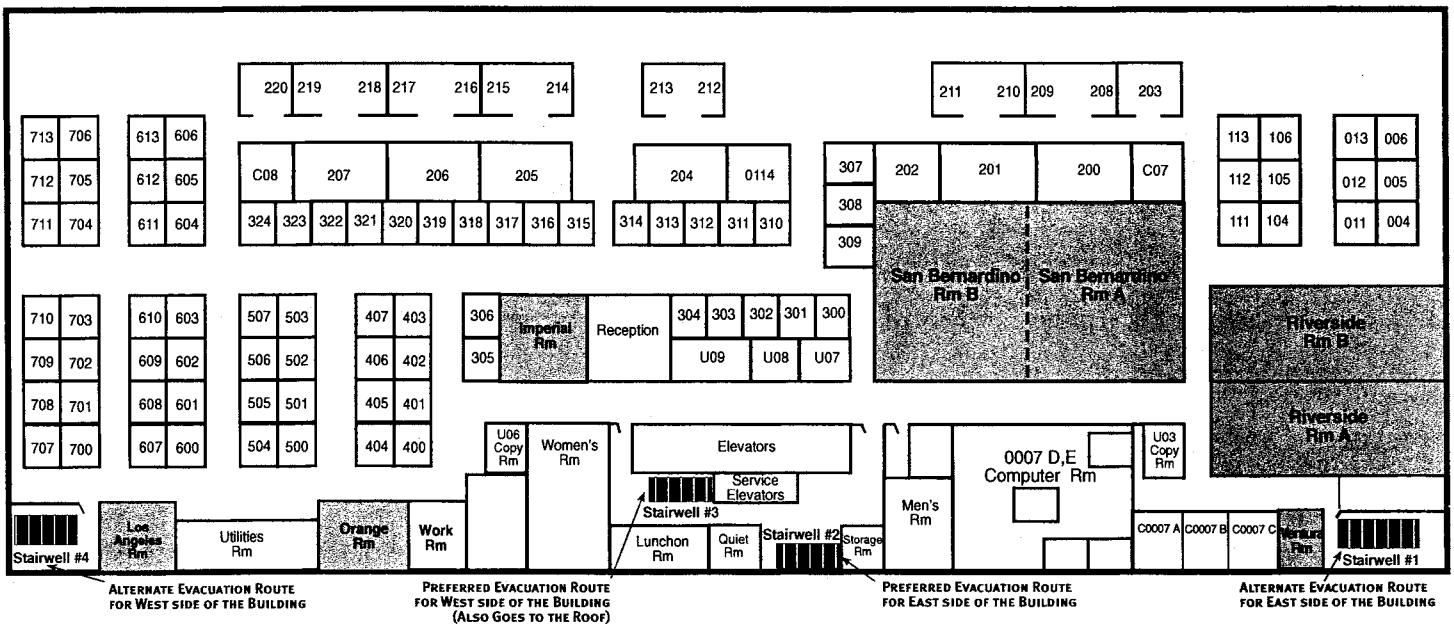
- 1) SCAG offices will always totally evacuate when an alarm sounds, even if it is thought to be a false alarm.
- 2) The evacuation stairwells are shown below and on the maps on the back side of this flyer. The preferred evacuation stairwells are #2 and #3.
- 3) Take the stairs to the ground floor. Upon exiting the building walk to the corner of 8th and Figueroa and meet at the Northeast corner. See dot in the map to the right. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.
- 4) SCAG safety officers will be wearing an orange vest during an emergency. Please follow their instructions.

Note that only stairwell #3 goes to the roof. Do not evacuate to the roof unless instructed to by Floor Wardens or Fire Department Personnel.

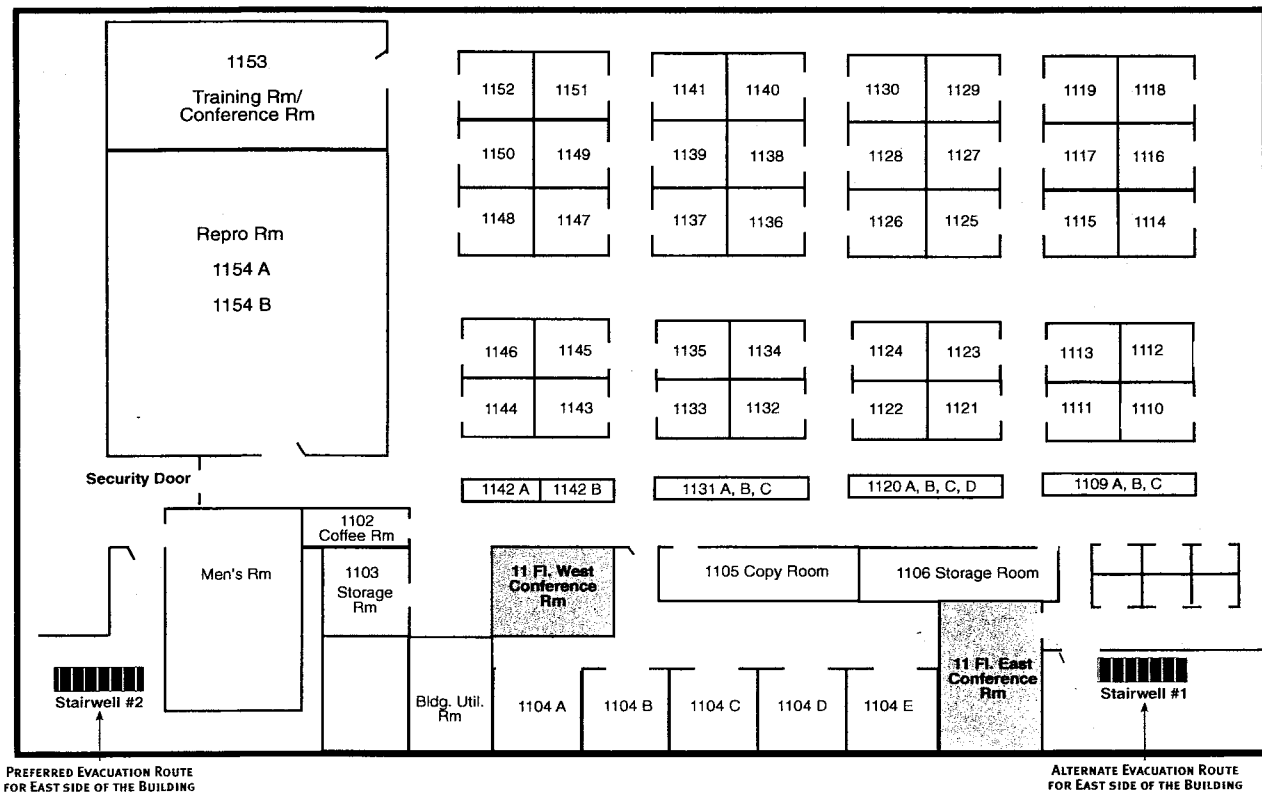
Upon meeting at 8th and Figueroa, roll will be taken. Do not leave the area without making contact with a floor warden, who will be wearing an orange vest.



SCAG Offices Floor Plan & Emergency Exits on the 12th Floor



SCAG Offices Floor Plan & Emergency Exits on the 11th Floor



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

1.0 CALL TO ORDER

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.

3.0 CONSENT CALENDAR

3.1 Approval Items

3.1.1 June 3, 2004 Meeting Minutes
Attachment

1

3.2 Receive and File

3.2.1 Intergovernmental Review Clearinghouse Report
Attachment

9

3.2.2. SCAG Legislative Matrix
Attachment

37

3.2.3 Regional Transportation Plan Checklist
Attachment

43

Submittal of RTP compliance checklist to the California Transportation Commission pursuant to Supplemental RTP Guidelines.



TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

4.0 ACTION ITEMS

4.1 Draft 2004 Regional Transportation Improvement Program (RTIP) Attachment

**Rosemary Ayala,
Lead Regional Planner,
SCAG**

48

20 minutes

Staff will provide an update on the Draft 2004 RTIP and seek TCC's direction in extending the RTIP adoption by a month.

Recommended Action: Approve staff recommendation to extend the 2004 RTIP adoption by a month.

5.0 INFORMATION ITEMS

5.1 Proposed LAX Master Plan Alternatives Attachment

**Michael Armstrong,
Lead Regional Planner,
SCAG**

51

10 minutes

Staff will present a summary of the LAX Master Plan alternatives being proposed by Councilmembers Miscikowski and Parks.

5.2 State and Federal Legislative Update Attachments

**Don Rhodes,
Manager,
Govt. & Public Affairs
SCAG**

53

15 minutes

- A) Innovative Financing and Project Delivery
- B) Update on Tribal Gaming Compacts and Prop. 68 & 70
- C) Reauthorization of TEA-21 and Federal Appropriations Update

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

		PAGE #	TIME
5.0	<u>INFORMATION ITEMS (cont/d)</u>		
5.3	<u>Alternative Fuels Attachment</u> Staff will report on SCAG's policy on alternative fuels.	Brett Sears, Associate Regional Planner, SCAG 60	5 minutes
5.4	<u>Watch the Road Attachment</u> Staff will review a major safety campaign underway in the region.	Naresh Amatya, Lead Regional Planner, SCAG 62	5 minutes
6.0	<u>MAGLEV TASK FORCE REPORT</u>	Councilmember Lowe	
7.0	<u>CHAIR REPORT</u>		
8.0	<u>STAFF REPORT</u>	Annie Nam, Acting Manager, Transportation Policy & Planning, SCAG	
9.0	<u>FUTURE AGENDA ITEMS</u> Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three minutes.		
10.0	<u>ANNOUNCEMENTS</u>		

TRANSPORTATION & COMMUNICATIONS COMMITTEE

AGENDA

PAGE #

TIME

11.0 ADJOURNMENT

The next meeting of the Transportation and Communications Committee is scheduled for Thursday, September 2, 2004, at the SCAG office.

TRANSPORTATION & COMMUNICATIONS COMMITTEE

ACTION MINUTES

Thursday, June 3, 2004

**Temecula Creek Inn
44501 Rainbow Canyon Road
Temecula Creek, CA**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION & COMMUNICATIONS COMMITTEE. AUDIO-CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation & Communications Committee of the Southern California Association of Governments held its meeting at the Temecula Creek Inn in Temecula. The meeting was called to order by the Chair, Mayor Lee Ann Garcia, City of Grand Terrace. There was a quorum.

MEMBERS PRESENT

Voting Members Present

Steven Adams
Harry Baldwin
Ron Bates
Lou Bone
Art Brown
Lawrence Dale
Gene Daniels
Richard Dixon
Bonnie Flickinger
Lee Ann Garcia, **Chair**
Frank Gurule
Robin Lowe
Llewellyn Miller
Gary Ovitt
Greg Pettis
Bea Proo
Tod W. Ridgeway
Ron Roberts
Charles Smith
Paul Talbot
Tonia Reyes Uranga

City/County Representing

Riverside, WRCOG
San Gabriel
Los Alamitos
Tustin
Buena Park
Barstow
Paramount
Lake Forest
Moreno Valley, WRCOG
Grand Terrace
Cudahy
Hemet
Claremont
Ontario
Cathedral City, CVAG
Pico Rivera
Newport Beach
Temecula, WRCOG
County of Orange, OCTA
Alhambra
Long Beach

Voting Members Absent

Glen Becerra
Paul Biane
Yvonne Burke

Representing

Simi Valley
County of San Bernardino
County of Los Angeles

George Cole
Bill Davis
Cathryn DeYoung
Judy Dunlap
Gary George
Carol Herrera
Peter Herzog
Sandra Jacobs
Tim Keenan
Bonnie Lowenthal
Patsy Marshall
Judy Mikels
Keith Millhouse
Mark Nuaimi
Pam O'Connor
Will Pieper
Jeffrey Reinhardt
Greig Smith
Cameron Smyth
David A. Spence
Dick Stanford
Tom Sykes
Sidney Tyler
Linda Wilson

Bell, Gateway Cities COG
Simi Valley, VCTC
Laguna Niguel
Inglewood
Redlands, SANBAG
Diamond Bar
Lake Forrest
El Segundo
Cypress
Long Beach
Buena Park
Ventura County
Moorpark
Fontana, SANBAG CTC
Santa Monica
Desert Hot Spring, CVAG
Las Virgenes/Malibu
Los Angeles
Santa Clarita, North LA County
Arroyo Verdugo Cities
Azusa
Walnut
Pasadena
Manhattan Beach/South Bay Cities

Voting Members, Not Elected Officials Present

Rose Casey

Representing

Caltrans, Los Angeles

Voting Members, Not Elected Officials Absent

Board Member

Rotating Board Member

Representing

California, DOT

Air Resources Board

Transportation Commissions – Vacant

Los Angeles County Metropolitan Transportation Authority

New Members

No new members at this time

1.0 ELECTION OF CHAIR AND VICE-CHAIR

Mayor Lee Ann Garcia was unanimously nominated and re-elected as Chair and Councilmember Harry Baldwin was re-elected as Vice-Chair. There were no other nominations, and no opposition.

2.0 CALL TO ORDER

Chair Lee Ann Garcia called the meeting to order at 10:07 a.m.

3.0 PUBLIC COMMENT PERIOD

There were no public comments

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1. May 6, 2004 Meeting Minutes

4.2 Receive and File

4.2.1 Intergovernmental Review Clearinghouse Reports

4.2.2 SCAG Legislative Matrix

4.2.3 North Los Angeles Country Combined Highway Corridor
(Letter of Completion)

MOTION was made to approve the consent calendar items, SECONDED,
and UNANIMOUSLY APPROVED.

5.0 ACTION ITEMS

5.1 Draft 2004 Regional Transportation Improvement Program (RTIP)

Rosemary Ayala, Lead Regional Planner, SCAG staff, presented the Draft 2004 Regional Transportation Improvement Program (RTIP).

Ms. Ayala stated that SCAG was the designated Metropolitan Planning Organization (MPO) [under Federal law] and the multi-county designated Regional Transportation Planning Agency [under State law] for the six-county Southern California region. SCAG is responsible for developing the Regional Transportation Improvement Program (RTIP) in cooperation with the State (Caltrans), the county transportation commissions and Imperial Valley Association of Governments, and public transit operations.

Ms. Ayala stated that the 2004 RTIP is composed of over 1900 projects and is programming approximately \$19 billion in fiscal years FY 2004/2005 to 2009/2010. The Draft 2004 RTIP is in the final stages of development and is scheduled for release on June 18, 2004, for a 30-day public review and comment period. During the public review period there will be 7 public hearings conducted, one in each county and one at the SCAG office on July

15, 2004. The Draft 2004 RTIP will be posted on the SCAG web-site. Ms. Ayala pointed out that the Transportation Communications Committee is scheduled to approve the 2004 RTIP in the July/August timeframe and the Regional Council is scheduled to approve the program on August 5, 2004.

In order for the Regional Council to approve the 2004 RTIP the program must meet the following requirements: Consistency with the 2004 Regional Transportation Plan, pass the Regional Emissions Test, financial constraint, timely implementation of Transportation Control Measures (TCM's), and lastly, interagency consultation and public involvement.

Ms. Ayala stated that in regards to the financial constraint requirement there was an issue that staff would like to bring to its attention. The issue is in regards to Congestion Mitigation Air Quality (CMAQ) and Local Surface Transportation Program (STPL) funds. The Federal Highway Administration (FHWA) states that federal regulations do not allow for the programming of any carryover CMAQ and STPL funds. Based on this interpretation of the regulations, FHWA has stated that a region may only program a yearly apportionment as opposed to a yearly apportionment plus prior year carryover funds.

Previously, the SCAG region was able to program carryover CMAQ and STPL funds into future years. However, Caltrans informs us that this practice was due to the flexibility allowed through the high state cash reserve. Since the state no longer has a high cash reserve, the flexibility in managing the Federal State Transportation Improvement Program (FSTIP) no longer exists. Moving forward, MPO's must adhere to programming these federal funds within their yearly apportionment levels. This applies to the 2004 RTIP. Therefore, a county commission who was reserving CMAQ or STPL funds to program on large ticket projects in essence has lost these funds. In addition, projects are not always delivered in the year programmed due to a variety of reasons such as environmental or right-of-way issues. These delayed projects are then carried forward into a subsequent year. However, if this practice continues, it will limit the programming capacity of new projects.

SCAG, the County Commissions, and Imperial Valley met to discuss this issue and drafted a letter that was transmitted to Caltrans on April 28, 2004. Caltrans response basically states that if the SCAG region programs carryover CMAQ and STPL funds they will not approve the SCAG 2004 RTIP.

In addressing this issue the state and federal agencies suggest that an MPO consider the following options: Counties reprogram their projects and push them out into future fiscal years. Counties within the SCAG region may enter into an agreement to borrow funds from one another. Counties may borrow from another region within California or from Caltrans.

SCAG, the County Commissions, and Imperial Valley are working very closely to address this issue. However, it could potentially cause the SCAG region not to meet the financial constraint requirement.

Ms. Ayala closed her presentation by saying staff recommends the release of the Draft 2004 RTIP for public review and comments.

Councilmember Ron Bates then stated that it appears that many of the projects are tied to this year's State Budget, and he asked what staff and the committee could do to make sure that the funding from the State is forthcoming and the Proposition 42 commitment is met.

Mr. Mark Pisano, SCAG Executive Director, then stated that the State Budget was one piece of the gap that needed to be filled. The other piece, was how successful staff will be with the Appropriations Committee. If staff is not able to obtain the appropriations to keep the Gold Line East, the Center Line, and other projects on schedule this summer there is no way it can be said those projects are on schedule. The consensus that we have on the critical projects in Washington in appropriations is a fundamental part of our strategy. Staff needs to rally behind its projects and make sure they get funded in appropriations. The same thing is true in authorization, we need a bill this year. If we do not get re-authorization this year it means less money than anticipated in the RTP. Furthermore, we need to have contingency plans. One of the contingency plans that was presented yesterday at the retreat discussion was the concept of our Growth Vision and the changes in land use along specific corridors and assessment financing structure that can potentially capture those monies or linkage fees. We have to demonstrate that we have a credible schedule to insure our financial issues. Last of all, there are the revenue-backed projects that are plan issues. If we can not demonstrate that we have authority in place and that we are starting to move on developing those projects, then we will also have difficulty on our plan conformity. To summarize, the basic strategy is in an advocacy mobilization effort to get the funds that we planned on and to have a contingency program in the event that we do not get them because the implications of us falling out of conformity are too great for the Region. From the very beginning when putting the Plan and the TIP together, Staff has been up-front with the Region that we were anticipating conformity issues.

Chair Garcia, then asked Mr. Pisano to explain to the Committee the relationship between SCAG and the Transportation Commissions because a lot of what needs to happen is between Staff and the Commissions.

Mr. Pisano, then clarified that SCAG does not make decisions alone but in partnership with the Commissions. This is an issue of such critical importance that he believes the Chairmen of each of the Commissions, the Executive Officer of each of the Commissions, and SCAG's President and himself need to have almost an on-going working dialogue to get through this

issue. There are six commissions in Los Angeles County: the Los Angeles Metropolitan Transportation Authority (MTA), the Orange County Transportation Authority (OCTA), the Riverside Transportation Commission (RTC), San Bernardino Associated of Governments (SBAG), Ventura County Transportation Commission (VCTC), and the Imperial County Council of Governments (ICCG). Staff works with them in preparing the Plan but they do the programming and have the revenue sources.

It was MOVED, SECONDED, and unanimously approved to release the Draft 2004 RTIP for public review and comments.

6.0 INFORMATION ITEMS

6.1 California High Speed Rail Draft EIR/EIS Comments

Ms. Sarah Adams, SCAG Staff, presented comments that will be submitted to the California High Speed Rail Authority proposing a high-speed train system for intercity travel in California. The system would travel between major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The Authority prepared a Draft Program Environmental Impact Report / Environmental Impact Statement (EIR/EIS) to analyze the proposed high speed train system and compares it with a No Project/No Action Alternative and a Modal Alternative.

In order to proceed in the Southern California Region, the proposed California High Speed Train System (HST) must be part of SCAG's long range Regional Transportation Plan and must be included in the Regional Transportation Improvement Program (RTIP) in order to receive funding. A program-level EIR has been certified for all elements of the 2004 Regional Transportation Plan (RTP). Ms. Adams stated that staff's comments center on the Regional Transportation Plan, planned regional projects, funding, coordination, and mitigation.

Mr. Hasan Ikhata, SCAG staff, then clarified that in the case of the EIR Program there was still substantial time to make comments, discuss its consistency and inclusion in the RTP and how it has to contribute to air quality improvement. He also stated the money currently at hand to move forward in the EIS with Maglev, that a portion of it will be spent in looking at the high-speed rail alignment in the corridors and staff is currently negotiating with FRA to be allowed to do so. Mr. Ikhata told the committee that he would never come before them and recommend that both Maglev and high-speed rail be in the same alignment.

Councilmember Robin Lowe, City of Hemet, expressed her view with concern to the media and the region's voters. She feels that those Southern Californians that have traveled to Europe believe that the high-speed rail and Maglev transportation will be a very similar project to that in Europe which is not the case. She feels that staff needs to get out and talk to the various editorial boards because the correct story is not getting out to the public.

Councilmember Richard Dixon, Lake Forrest, then inquired as to whether staff was coordinating with other MPO's throughout the state on the issue?

Ms. Adams, SCAG staff, responded that staff had only received draft comments, approximately three pages, from MTC and SANBAG. They have approached it in a similar fashion as SCAG staff in addressing only the information that is contained within the EIR/EIS and not making policy statements at this point.

6.2 Alternative Fuels

This item was not presented due to insufficient time.

8.0 MAGLEV TASK FORCE REPORT

No report at this time.

9.0 CHAIR REPORT

No report at this time.

10.0 STAFF REPORT

No report at this time.

11.0 FUTURE AGENDA ITEMS

Alternative Fuels and an update on RTIP

12.0 ANNOUNCEMENTS

No announcements

13.0 ADJOURNMENT

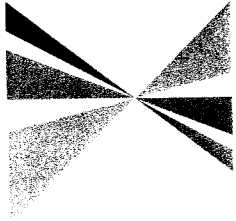
Chair Garcia adjourned the meeting at 11:00 a.m.

The next committee meeting will be held on August 5, 2004, 10:30 a.m., at the SCAG Office.

A handwritten signature in black ink, appearing to read "Hasan M. Ikhata", written over a horizontal line.

Hasan M. Ikhata, Director
Planning and Policy

SOUTHERN CALIFORNIA



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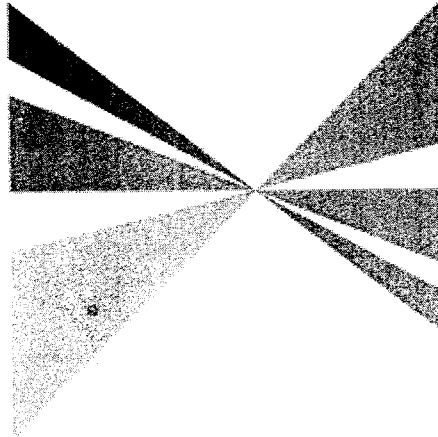
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SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

INTERGOVERNMENTAL REVIEW

CLEARINGHOUSE REPORT

JULY 1 - 15, 2004

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

INTERGOVERNMENTAL REVIEW CLEARINGHOUSE REPORT

This Intergovernmental Review Clearinghouse Report summarizes the federal grant applications, environmental documents and other information received by SCAG's Intergovernmental Review (IGR) Section during the period **July 01 through July 15, 2004**. The Clearinghouse Report consists of two sections, Federal Grant Listing and Environmental Documentation Listing.

The Federal Grant Listing is provided to inform your organization of all grant applications for federal assistance from our region in accordance with Executive Order 12372. The listing includes state sponsored plans and project types such as Housing and Community Development, Urban Mass Transit, and Human Services. The Environmental Documentation Listing describes regionally significant and non-regionally significant facilities (e.g., transportation, wastewater treatment), residential, commercial and industrial projects which have been voluntarily submitted for review by local governments. Environmental documents received include Notices of Preparation, Environmental Impact Reports, Environmental Impact Statements, Negative Declarations and Mitigated Negative Declarations.

A SCAG Project Identification Number organizes project descriptions for both the Federal Grant and Environmental Documentation listings.

IGR CONTACT

To include the interest of your jurisdiction or comment on proposed comprehensive planning, areawide coordination or environmental impacts please contact the IGR Section prior to **July 31, 2004**. Please send one (1) copy of all environmental documentation. Also, please provide the name and telephone number of the contact person on your transmittal. We may be reached at:

Mailing Address:	Southern California Association of Governments Intergovernmental Review Section 818 West Seventh Street, 12 th Floor Los Angeles, CA 90017-3435
Telephone:	(213) 236-1800
Fax:	(213) 236-1962

Questions regarding the Clearinghouse Report should be directed to Laverne Jones, (213) 236-1857.

ANNOUNCEMENT

The **Intergovernmental Review Year 2003 Activity Report** is now available at www.scag.ca.gov/igr or you may request a hard copy of the Report. The **Intergovernmental Review year 2003 Activity Report** provides an accounting of project activity and new construction/development activity based on documentation received by the Southern California Association of Governments (SCAG) Intergovernmental Review Section from state, local and non-profit agencies throughout the six county regional. For more information, contact Jeffrey Smith, AICP at (213) 236-1867.

The Rail-Volution Conference will be held in Los Angeles on September 18-22, 2004 at the Renaissance Hollywood Hotel. For more information, visit www.railvolution.com.

SCAG ID Number	Document Type	County	Date Received	Comment Date Due	Lead Agency
I20040415	FDG	RIV	7/1/2004	N/A	City of Palm Springs
I20040416	NOP	LA	7/1/2004	7/25/2004	City of Glendora
I20040417	NEG	LA	7/1/2004	7/30/2004	Los Angeles Unified School District (355)
I20040418	NOP	OR	7/1/2004	8/3/2004	City of Santa Ana
I20040419	NOP	LA	7/1/2004	7/29/2004	City of Manhattan Beach
I20040420	PMT	SING	7/1/2004	7/29/2004	South Coast Air Quality Management District
I20040421	PMT	LA	7/1/2004	7/30/2004	South Coast Air Quality Management District
I20040422	NEG	LA	7/1/2004	7/19/2004	Community Redevelopment Agency of the City of Los Angeles
I20040423	EIR	SB	7/1/2004	8/14/2004	County of San Bernardino
I20040424	NEG	LA	7/1/2004	7/20/2004	City of Hawthorne
I20040425	EIR	LA	7/1/2004	8/12/2004	City of Sierra Madre
I20040426	NOP	VEN	7/1/2004	8/1/2004	City of Moorpark
I20040427	FDG	SB	7/1/2004	N/A	Community Health Systems, Inc.
I20040428	NEG	LA	7/1/2004	7/26/2004	City of South Pasadena
I20040429	NEG	LA	7/1/2004	7/26/2004	City of South Pasadena
I20040430	NEG	LA	7/1/2004	7/26/2004	City of South Pasadena
I20040431	NEG	LA	7/1/2004	7/26/2004	City of South Pasadena
I20040432	NOP	LA	7/2/2004	8/12/2004	County of Los Angeles Department of Regional Planning
I20040433	NOP	IMP	7/6/2004	8/6/2004	City of Calexico
I20040434	EIS	VEN	7/6/2004	N/A	Ventura County Transportation Commission
I20040435	FDG	LA	7/6/2004	N/A	California State University, Northridge
I20040436	INS	RIV	7/6/2004	8/2/2004	Riverside Transit Agency
I20040437	EIR	OR	7/6/2004	8/19/2004	City of San Clemente
I20040438	FDG	RIV	7/7/2004	N/A	Coachella Valley Water District
I20040439	PMT	SB	7/8/2004	8/5/2004	South Coast Air Quality Management District
I20040440	PMT	LA	7/8/2004	8/9/2004	Department of Toxic Substances Control
I20040441	NOP	VEN	7/8/2004	8/8/2004	City of Santa Paula
I20040442	NOP	SB	7/8/2004	8/8/2004	City of Fontana
I20040443	INS	LA	7/8/2004	7/28/2004	City of Hawthorne
I20040444	FDG	LA	7/9/2004	N/A	Retirement Housing Foundation
I20040445	NOP	IMP	7/9/2004	8/9/2004	City of El Centro
I20040446	OTH	LA	7/9/2004	N/A	Department of Toxic Substances Control (5796)
I20040447	PMT	LA	7/9/2004	8/9/2004	South Coast Air Quality Management District
I20040448	NOP	SB	7/12/2004	9/13/2004	Federal Aviation Administration
I20040449	NOP	LA	7/12/2004	7/23/2004	City of Long Beach
I20040450	PMT	RIV	7/12/2004	8/6/2004	Hilltop Ranch LLC
I20040451	PMT	SING	7/12/2004	7/26/2004	U.S. Army Corps of Engineers
I20040452	PMT	RIV	7/12/2004	8/12/2004	U.S. Army Corps of Engineers, Los Angeles District
I20040453	NEG	LA	7/13/2004	8/9/2004	City of Glendale
I20040454	NOP	SB	7/13/2004	8/13/2004	City of Fontana
I20040455	NOP	RIV	7/13/2004	8/12/2004	Riverside County Waste Management Department
I20040456	OTH	LA	7/13/2004	N/A	Long Beach Unified School District (2425)
I20040457	PMT		7/13/2004	8/9/2004	Fiesta Development
I20040458	FDG	LA	7/13/2004	N/A	Korean American Community Reso
I20040459	NEG	RIV	7/14/2004	7/30/2004	Caltrans, District 8
I20040460	NEG	RIV	7/14/2004	7/29/2004	Caltrans, District 8

SCAG ID Number	Document Type	County	Date Received	Comment Date Due	Lead Agency
I20040461	EIR	RIV	7/14/2004	8/26/2004	City of Coachella
I20040462	NEG	SB	7/14/2004	8/2/2004	City of Chino Hills
I20040406	FDG	LA	7/12/2004	N/A	Menorah Housing Foundation

FDG Federal Grant Application
EIR Environmental Impact Report
FIN Final Document
FON Finding No Significant Impact
NOP Notice of Preparation
INS Initial Study
EA Environmental Assessment
NEG Negative Declaration
OTH Other Document
PMT Permit

IMP Imperial County
LA Los Angeles County
OR Orange County
RIV Riverside County
SB San Bernardino County
VEN Ventura County
MULT Multiple Counties W/N SCAG
SNGL Single County O/S SCAG

Documents Received: July 01, 2004

SCAG ID. No.:	I20040415
Grant Title:	Palm Springs International Airport (AIP 37) Revised
Lead Agency:	City of Palm Springs
Grant Amount:	\$6,762,731
City/County/Subregion:	Coachella/Riverside/Coachella Valley
Contact:	Richard Walsh - (760) 318-3900
Project Description:	Expand/upgrade access control, Phase 3
	Expand terminal/holdrooms - add checkpoint Phase 2
	The area affected by the project is Coachella Valley, Riverside County, California.
SCAG ID. No.:	I20040427
Grant Title:	HRSA-04-034 (San Bernardino County)
Lead Agency:	Community Health Systems, Inc.
Grant Amount:	\$1,339,255
City/County/Subregion:	County of San Bernardino/San Bernardino/San Bernardino
Contact:	Bobby Vascovich - (909) 877-1818
Project Description:	HRSA-04-034 New Access Point for a Community Health Center in the High Desert Community of San Bernardino County, California.

<p><i>Total Federal Grant Documents Received - July 01, 2004: 2</i></p>
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Documents Received: July 06, 2004

SCAG ID. No.:	I20040435
Grant Title:	Mentor Programs
Lead Agency:	California State University, Northridge
Grant Amount:	\$1,130,815
City/County/Subregion:	County of Los Angeles/Los Angeles/Los Angeles City
Contact:	Scott Perez - (818) 677-2901
Project Description:	EOP/ILDE Community Mentor Program.

<i>Total Federal Grant Documents Received - July 06, 2004: 1</i>

Documents Received: July 07, 2004

SCAG ID. No.: I20040438
Grant Title: Water Support Project--100 Palms
Lead Agency: Coachella Valley Water District
Grant Amount: \$523,810
City/County/Subregion: County of Riverside/Riverside/Coachella Valley
Contact: Carrie Oliphant - (760) 398-2651

Project Description: The project consists of installing approximately 3,600 feet of pipeline in Middleton Road and State Highway 86 in order to supply domestic water and fire protection to the community of One Hundred Palms, including the St. Felipe Mission. The project is located in section 17, township 7 south, range 8 east, San Bernardino Base and Meridian.

<p><i>Total Federal Grant Documents Received - July 07, 2004: 1</i></p>
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Documents Received: July 09, 2004

SCAG ID. No.:	I20040444
Grant Title:	Section 202 Program (Mayflower Gardens III)
Lead Agency:	Retirement Housing Foundation
Grant Amount:	\$9,884,730
City/County/Subregion:	City of Los Angeles/Los Angeles/Los Angeles City
Contact:	Richard Washington - (562) 257-5100

Project Description: Mayflower Gardens III -- New construction of low-income senior rental housing, community space, and parking. The area affected by the project is City of Los Angeles, Los Angeles County, California.

<i>Total Federal Grant Documents Received - July 09, 2004: 1</i>

Documents Received: July 13, 2004

SCAG ID. No.: I20040458
Grant Title: Korean American Community Resource Center
Lead Agency: Korean American Community Resource Center
Grant Amount: \$5,110,000
City/County/Subregion: City of Los Angeles/Los Angeles/Los Angeles City
Contact: Luvina Beckley - (909) 890-2626

Project Description: The proposed project is the construction renovation of an existing 68,000 square foot building that will result in KACRC's Health Service and Training Complex in Los Angeles, California.

SCAG ID. No.: I20040406
Grant Title: Parthenia Street Senior Housing--Section 202 Supportive Housing for the Elderly
Lead Agency: Menorah Housing Foundation
Grant Amount: \$12,322,953
City/County/Subregion: City of Los Angeles/Los Angeles/Los Angeles City
Contact: Anne Friedrich - (310) 477-4942

Project Description: Parthenia Street Senior Housing
77 Units of Section 202 Subsidized Housing for Very Low Income Elderly.

The Parthenia Street Senior Housing will be located in the City of Los Angeles at 19455 Parthenia Street.

Total Federal Grant Documents Received - July 13, 2004: 2
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Documents Received: July 01, 2004

SCAG ID. No.: **I20040416**
Document Type: **NOP**
Project Title: **Arboreta William Lyon Homes Development**
Reg. Significance: **No**
Lead Agency: **City of Glendora**
City/County/Subregion: **Glendora/Los Angeles/San Gabriel Valley**
Contact: **Dianne Walter - (626) 914-8214**
Comment Due Date: **7/25/2004**

Project Description: The project would consist of 155 homes and a sports park component on a total of 27.6 acres. The planned residential and associated uses would require the use of approximately 21.8 acres, with the balance (5.8 acres) being dedicated to the City for use as an active sports park. Proposed residential units include 80 single-family detached units and 75 attached homes, of which 25 units would be townhouses and the remaining 50 would be attached duplex-style units.

The proposed project site is located within the western section of the City of Glendora in the County of Los Angeles, California.

SCAG ID. No.: **I20040417**
Document Type: **NEG**
Project Title: **Ramona Opportunity High School**
Reg. Significance: **No**
Lead Agency: **Los Angeles Unified School District**
City/County/Subregion: **City of Los Angeles/Los Angeles/Los Angeles City**
Contact: **Jason Ricks - (213) 633-8423**
Comment Due Date: **7/30/2004**

Project Description: Los Angeles Unified School District (LAUSD) proposes to demolish the existing Ramona Opportunity High School (ROHS) and seven adjacent residences, and construct a new school. The proposed project is required due to the expansion of a new light rail line and construction of a new station by the Metropolitan Transportation Authority (MTA), which will encroach upon approximately one acre of the existing ROHS site.

The Ramona Opportunity High School is located at 231 S. Alma Avenue, City of Los Angeles, California.

SCAG ID. No.: **I20040418**
Document Type: **NOP**
Project Title: **City Place West**
Reg. Significance: **No**
Lead Agency: **City of Santa Ana**
City/County/Subregion: **Santa Ana/Orange/Orange County**
Contact: **Dan Bott - (714) 667-2719**
Comment Due Date: **8/3/2004**

Project Description: The proposed project is a mixed use development consisting of 23,700 square feet of restaurant uses, 7,000 square feet of retail uses, 25,000 square foot market, 2,000

square foot theater, 74 live/work residential units and 168 town homes. An internal loop road through the project site would separate the commercial and residential components of the project.

The City Place West project site is located in the northeastern portion of the City of Santa Ana, Orange County, California.

SCAG ID. No.: **I20040419**
Document Type: **NOP**
Project Title: **Manhattan Village Shopping Center Modification Project**
Reg. Significance: **No**
Lead Agency: **City of Manhattan Beach**
City/County/Subregion: **Manhattan Beach/Los Angeles/South Bay**
Contact: **Rosemary Lackow - (310) 802-5515**
Comment Due Date: **7/29/2004**

Project Description: Madison Manhattan Village, L.P., the owner of the Manhattan Village Shopping Center, located at 2600-3600 South Sepulveda Boulevard (the "Shopping Center"), is seeing entitlements to construct 122,200 square feet of new commercial buildings (a 76,200 square foot net increase in floor area) at the Shopping Center, located on the southeast corner of Rosecrans Avenue and Sepulveda Boulevard, 3,600 South Sepulveda Boulevard.

SCAG ID. No.: **I20040420**
Document Type: **PMT**
Project Title: **Schlumberger Wells Services, ID #138493, Internal Combustion Engines**
Reg. Significance: **No**
Lead Agency: **South Coast Air Quality Management District**
City/County/Subregion: **/Not Applicable/**
Contact: **Kenneth Coats - (909) 396-2527**
Comment Due Date: **7/29/2004**

Project Description: The South Coast Air Quality Management District (AQMD) has received and reviewed permit applications from Schlumberger Well Services, for three new internal combustion engines to be operated at various locations within the South Coast Air Basin. The engines will be used to drive hydraulic pumps for the pumping of slurry and/or mud down wellbores during hydraulic fracturing operations and other oil well servicing activities.

Schlumberger Well Services facility is located at 4900 California Avenue, Bakersfield, California.

SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date: Project Description:	I20040421 PMT Application Nos. 422723-24, 422726-28, 422731-422733, 422735, 422737, and 422740 No South Coast Air Quality Management District Industry/Los Angeles/San Gabriel Valley David Hauck - (909) 396-2512 7/30/2004 The proposed project is for the change of permit conditions for ten flexographic printing presses and one afterburner used for plastic bag manufacturing. The project is located at 14849 Salt Lake Avenue, City of Industry, California 91746.
SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date: Project Description:	I20040422 NEG JSM Milano Mixed Use Development (North Hollywood) No Community Redevelopment Agency of the City of Los Angeles City of Los Angeles/Los Angeles/Los Angeles City Robert Manford - (213) 977-1912 7/19/2004 The project applicant proposes to construct a mixed-use development including 196 multi-family residential units and approximately 10,259 square feet of commercial uses. Other facilities include a residential lobby, a pool deck, a recreation room, an exercise room, a roof deck, a landscaped courtyard, and a total of approximately 345 parking space to be provided on-site. The project site is located within the North Hollywood Redevelopment Project area in the City of Los Angeles. The site's address is 11049 Magnolia Boulevard, North Hollywood, CA 91601, and is bounded by McCormick Street on the north, Vineland Avenue on the east, Magnolia Boulevard on the south and Blakeslee Avenue on the west.
SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date: Project Description:	I20040423 EIR San Sevaine Amended and Restated Redevelopment Plan No County of San Bernardino County of San Bernardino/San Bernardino/San Bernardino Carrie Hyke - (909) 364-2762 8/14/2004 The Proposed Project, located in unincorporated territories in western San Bernardino County, would amend the 2,835 acre San Sevaine Redevelopment Plan Project Area to include approximately an additional 1,156 acres, by generally extending the Redevelopment Plan boundary to the south, east and north. The proposed Added Area primarily consists of industrial and residential properties that are adjacent to the original San Sevaine Redevelopment Plan Project Area.

SCAG ID. No.: I20040424
Document Type: NEG
Project Title: Zone Code Amendment No. 2004ZA02
Reg. Significance: No
Lead Agency: City of Hawthorne
City/County/Subregion: Hawthorne/Los Angeles/South Bay
Contact: Michael Goodson - (310) 970-7033
Comment Due Date: 7/20/2004

Project Description: Amending Section 17.76 Conditional Use Permit for On-site and Off-site Sale of Alcohol Beverages of the HMC. This amendment affected the City of Hawthorne.

SCAG ID. No.: I20040425
Document Type: EIR
Project Title: 1 Carter Avenue Project
Reg. Significance: No
Lead Agency: City of Sierra Madre
City/County/Subregion: Sierra Madre/Los Angeles/San Gabriel Valley
Contact: Kurt Christiansen, AICP - (818) 878-4225
Comment Due Date: 8/12/2004

Project Description: The project proposes the subdivision of the 63-acre property into 32 residential lots on 34.5 acres, as well as separate parcels for open space, roadways, and flood control. The roadways would generally flow existing on-site roads, which would be improved/widened to meet City standards.

The project site is located within the northern portion of the City of Sierra Madre, along the Angeles National Forest boundaries. The 63-acre project site, commonly known as 1 Carter Avenue, is located north of the intersection of Baldwin Avenue and Carter Avenue. Primary access to the project site is proved via Carter Avenue, who runs along the site's southern boundary, and Baldwin Avenue, a north-south arterial that terminates at the site.

SCAG ID. No.: I20040426
Document Type: NOP
Project Title: Hitch Ranch Specific Plan
Reg. Significance: Yes
Lead Agency: City of Moorpark
City/County/Subregion: Moorpark/Ventura/Ventura
Contact: Scott Wolfe - (805) 517-6236
Comment Due Date: 8/1/2004

Project Description: The Milligan Family Trust, et al., has submitted a proposal to develop 600 residences, up to 37,500 square feet of institutional land uses, and approximately 350,000 square feet of industrial buildings on the Specific Plan project site. The project is located approximately 281 acres north of Poindexter Avenue and west of Casey Road and Walnut canyon Elementary School in the City of Moorpark.

SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date:	I20040428 NEG Design Review, and Hillside Development Permit--Project No. 0163-DRX-HDP No City of South Pasadena South Pasadena/Los Angeles/Arroyo Verdugo John Mayer - (626) 403-7227 7/26/2004
Project Description:	The applicant is requesting approval of a Hillside Development Permit build a new 5,259 square foot, two-story residence on a 12,077 square foot hillside property located at 923 Braewood Court. The project includes a three-car garage, pool, and spa. The subject lot was previous graded as part of the Braewood Development.

SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date:	I20040429 NEG Design Review, and Hillside Development Permit--Project NO. 0159-DRX-HDP No City of South Pasadena South Pasadena/Los Angeles/Arroyo Verdugo John Mayer - (626) 403-7227 7/26/2004
Project Description:	The applicant is requesting approval of a Hillside Development Permit to build a new 5,563 square foot, two-story residence that includes a four-car garage. The subject lot measures 16,011 square feet in area and was previously graded as part of the Braewood Development. The project is located at 833 Braewood Court, City of South Pasadena, County of Los Angeles, California, 91030.

SCAG ID. No.: Document Type: Project Title: Reg. Significance: Lead Agency: City/County/Subregion: Contact: Comment Due Date:	I20040430 NEG Design Review and Hillside Development Permit No City of South Pasadena South Pasadena/Los Angeles/Arroyo Verdugo John Mayer - (626) 403-7227 7/26/2004
Project Description:	The applicant is requesting a variance from the development standards of the South Pasadena Municipal code to exceed the maximum fence height of 3'-0" to 6'-0" along the front yard of property located at 1200-1210 Chelton Way. The fence would be wrought iron and brick pillars would flank new wrought iron gates.

SCAG ID. No.: I20040431
Document Type: NEG
Project Title: Design Review, and Hillside Development Permit--Project No. 0278-DRX-HDP
Reg. Significance: No
Lead Agency: City of South Pasadena
City/County/Subregion: South Pasadena/Los Angeles/Arroyo Verdugo
Contact: John Mayer - (626) 403-7227
Comment Due Date: 7/26/2004

Project Description: The applicant is requesting approval of a Hillside Development Permit to building a new 3,210 square foot residence on a 10,776 square foot, vacant hillside property. The home would consist of two levels and the flat roofs would be stepped down to follow the hill's slope. The project is located at 1903 Hanscom Drive, City of South Pasadena, County of Los Angeles, California, 91030.

Total Documents Received - July 01, 2004: 15
Subtotal: NOP: 4 NEG: 7 DEIR: 2 Permit: 2

Documents Received: July 02, 2004

SCAG ID. No.: I20040432
Document Type: NOP
Project Title: Meadow Peak Project, County Project No. 03-254, Tentative Tract Map No. 477
Reg. Significance: No
Lead Agency: County of Los Angeles Department of Regional Planning
City/County/Subregion: County of Los Angeles/Los Angeles/Los Angeles City
Contact: Hsiao-ching Chen - (213) 974-6461
Comment Due Date: 8/12/2004

Project Description: The proposed project involves the subdivision of the 452.81-acre site into 479 single-family residential lots, an elementary school lot on approximately 13.90 acres, an active, public park site on approximately 8.60 acres, four mini private park sites on a total of approximately 2.20 acres, one water tank lot, street lots, and seven (7) open space lots totaling approximately 268.10 acres. Residential lots would occupy approximately 118,60 acres of the site.

The project is located in the upper reaches of Haskell Canyon in unincorporated Los Angeles County in the Bouquet Canyon area north of the Santa Clarita Valley.

<p>Total Documents Received - July 02, 2004: 1 Subtotal: NOP: 1</p>
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Documents Received: July 06, 2004

SCAG ID. No.: **I20040433**
Document Type: **NOP**
Project Title: **City of Calexico General Plan Update**
Reg. Significance: **Yes**
Lead Agency: **City of Calexico**
City/County/Subregion: **Calexico/Imperial/Imperial Valley**
Contact: **Richardo Hinojosa - (760) 768-2118**
Comment Due Date: **8/6/2004**

Project Description: The City is updating its General Plan that will be the guidance for development in the current city limits, as well as the proposed expansion of the City's Sphere of Influence over the next twenty years. The General Plan Update will include the following information: Land Use Element, Circulation Element, Public Facilities/Services Element, Open Space/Conservation Element, Parks and Recreation Element, Noise Element, Safety Element, and Economic Development/Community Design Element.

The project is located in the City of Calexico, within it's current sphere of influence and includes the proposed sphere of influence areas for the next 20 years.

SCAG ID. No.: **I20040434**
Document Type: **EIS**
Project Title: **Electric Bus--Section 5309 Grant**
Reg. Significance: **No**
Lead Agency: **Ventura County Transportation Commission**
City/County/Subregion: **County of Ventura/Ventura/Ventura**
Contact: **Peter De Haan - (805) 642-1591**
Comment Due Date:

Project Description: This application is for a Section 5309 Bus grant earmarked in the FY 2003/04 appropriation.

SCAG ID. No.: **I20040436**
Document Type: **INS**
Project Title: **Corona Bus Transit Terminal**
Reg. Significance: **No**
Lead Agency: **Riverside Transit Agency**
City/County/Subregion: **County of Riverside/Riverside/Coachella Valley**
Contact: **Vincent Rousaud - (909) 565-5180**
Comment Due Date: **8/2/2004**

Project Description: The proposed project is in the City of Corona (City), which is immediately southwest of the City of Riverside in western Riverside County, California. The site is a 2.1-acre vacant lot at 31 East Grand Boulevard, immediately northeast of the intersection of Grand Boulevard and Main Street. RTA is currently in the process of acquiring the property. The North Main Corona Metrolink Station is immediately north of the site.

RTA proposes to develop the site as a bus transit terminal, with a 6-bay bus plaza, a parking area, and retail shops to accommodate transit patrons. The transit terminal would be a common destination for all bus routes serving western Riverside County, and a transfer point for passengers on all routes.

SCAG ID. No.: I20040437
Document Type: EIR
Project Title: Sea Cliff Condominiums
Reg. Significance: No
Lead Agency: City of San Clemente
City/County/Subregion: San Clemente/Orange/Orange County
Contact: Jim Pechous - (949) 361-6195
Comment Due Date: 8/19/2004

Project Description: The DEIR has been prepared to evaluate potential environmental impacts associated with the proposed 7-unit multiple-family residential development, which is located at 404 Pasadena Court, San Clemente, California. The applicant, Alkapuri Associates, LLC, is proposing to redevelop the existing residential property as provided by the Pier Bowl Specific Plan. The site is currently developed with a residential structure that accommodates three multiple-family residential dwelling units.

<p>Total Documents Received - July 06, 2004: 4 Subtotal: NOP: 1 DEIR: 1 EIS: 1 INS: 1</p>
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Documents Received: July 08, 2004

SCAG ID. No.: I20040439
Document Type: PMT
Project Title: Application Nos. 426688 and 426690
Reg. Significance: No
Lead Agency: South Coast Air Quality Management District
City/County/Subregion: Rancho Cucamonga/San Bernardino/San Bernardino
Contact: Gaurang Rawal - (909) 396-2543
Comment Due Date: 8/5/2004

Project Description: Co-composting Operations using Biosolids and Bulking Agents. The project is located at 12645 Sixth Street, Rancho Cucamonga, CA 91739.

SCAG ID. No.: I20040440
Document Type: PMT
Project Title: Final Post-Closure and Operating Permit Decision for the Closed Class I Landfill Unit and the Leachate Treatment Plant
Reg. Significance: No
Lead Agency: Department of Toxic Substances Control
City/County/Subregion: West Covina/Los Angeles/San Gabriel Valley
Contact: Jose Kou, P.E. -
Comment Due Date: 8/9/2004

Project Description: The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) has made its final decision to issue to the BKK Corporation (BKK) a combined post-closure permit for the BKK Class I Landfill and an operating permit for the leachate treatment plant (the Permit), for the BKK facility located at 2210 South Azusa Avenue, in West Covina, California. The final Permit incorporates changes to the draft Permit that was circulated for public comment. Changes from the draft to the final Permit resulted primarily from comments received on the draft Permit and internal review by DTSC staff.

SCAG ID. No.: I20040441
Document Type: NOP
Project Title: Santa Paula Water Recycling Facility
Reg. Significance: No
Lead Agency: City of Santa Paula
City/County/Subregion: Santa Paula/Ventura/Ventura
Contact: Jose Kou, P.E. -
Comment Due Date: 8/8/2004

Project Description: The existing Waste Water Treatment Plant (WWTP) was built in 1938 and employs trickling filter technology to treat the City's wastewater needs. Despite upgrades, the Plant's facilities are aging, with major equipment and unit process structures reaching the ends of their useful lives. In addition, trickling filter technology is not able to meet the new treatment requirements imposed by the Regional Water Quality Control board (RWQCB-Los Angeles) on October 8, 2003. The most significant newly imposed standards are for the following constituent units: total inorganic nitrogen, stricter biochemical oxygen demand (BOD), stricter total suspended solids (TSS) and stricter turbidity units. The existing WWTP has also experienced

incidents of non-compliance for BOD, TSS and turbidity requirements. The existing City of Santa Paula Waste Water Treatment Plant (WWTP) and Corporate Yard are located at 905 and 903 Corporation Street, respectively, in the City of Santa Paula.

SCAG ID. No.: I20040442
Document Type: NOP
Project Title: Annexation No. 163
Reg. Significance: No
Lead Agency: City of Fontana
City/County/Subregion: Fontana/San Bernardino/San Bernardino
Contact: Ditanyon Johnson - (909) 350-6678
Comment Due Date: 8/8/2004

Project Description: The City of Fontana will be coordinating the preparation of an Environmental Impact Report (EIR) for annexation No. 163. The proposed project includes: 1) the annexation of approximately 310.5 acres within the City's sphere of influence (the annexation area); 2) two tentative tracts within the annexation areas, TTM West and TTM East (collectively, the project area); 3) approximately four pre-annexation agreements with property owners; and 4) sphere of influence review and annexation to the West Valley Water District. The proposed annexation area is located north of Interstate 15 (I-15) and the City's current corporate boundaries, within San Bernardino County, between the existing Coyote Canyon Specific Plan Area, immediately west of the annexation area, and the continuation of Citrus Avenue, immediately east of the annexation area.

SCAG ID. No.: I20040443
Document Type: INS
Project Title: Hawthorne/Acacia Hotels--2004CU03
Reg. Significance: No
Lead Agency: City of Hawthorne
City/County/Subregion: Hawthorne/Los Angeles/South Bay
Contact: Michael Goodson - (310) 970-7033
Comment Due Date: 7/28/2004

Project Description: Mohammad Pournamdari and David Golban propose to develop the Cockatoo Inn site for a new three hundred room hotel facility. The project includes demolishing the main building at 11436 Hawthorne Boulevard and in its place constructing either two new 100-room hotels, or one 200-room hotel; restoring the existing Cockatoo 100-room hotel facility at 11500 Acacia Avenue which may be re-used for an extended-stay type hotel; and restoring and re-using the Cockatoo's existing parking facility at 11434 Acacia Avenue.

<p>Total Documents Received - July 08, 2004: 5 Subtotal: NOP: 2 INS: 1 Permit: 2</p>

Documents Received: July 09, 2004

SCAG ID. No.: I20040445
Document Type: NOP
Project Title: The Commons, El Centro
Reg. Significance: Yes
Lead Agency: City of El Centro
City/County/Subregion: El Centro/Imperial/Imperial Valley
Contact: Oliver Alvarado - (760) 337-4545
Comment Due Date: 8/9/2004

Project Description: The proposed project consists of the development of approximately 700,000 square feet (s.f.) of commercial retail space divided into individual retail stores varying in size from approximately 4,000 s.f. to approximately 196,000 s.f. It is anticipated that three large commercial retail anchor stores will be located adjacent to I-8 and that smaller retail space will be located in the southern portion of the project site along Danenberg Road in the City of El Centro.

SCAG ID. No.: I20040446
Document Type: OTH
Project Title: State Concurrence with the Federal Proposed Plan/Draft Remedial Action Plan for Installation Restoration Program Sites 12 and 13 at the Former Long Beach Naval Shipyard
Reg. Significance: No
Lead Agency: Department of Toxic Substances Control (5796)
City/County/Subregion: Long Beach/Los Angeles/Gateway Cities
Contact: Sue Hakim - (714) 484-5381
Comment Due Date:

Project Description: Notice of Exemption -- This project describes the preferred alternatives for Site 12 and 13 soil and groundwater. The recommended remedial alternative for soils at Site 12 and 13 is maintenance of the existing cap (surface pavement) installed by the Port of Long Beach (POLB). This will protect the public health by preventing contact with contaminated soil at AOC 1. Institutional Controls (ICs) in the form of a Covenant to Restrict Use of Property (LUC) and groundwater monitoring are also recommended as part of the preferred alternatives to ensure that future land uses at Site 12 and 13 remain protective of human health and the environment.

The former Long Beach Naval Shipyard (LBNS) is located on the south side of Terminal Island within the Los Angeles and Long Beach Harbor Districts. Installation Restoration (IR) Site 12 is located in the eastern part of the LBNS and Site 13 is located immediately to the south of Site 12.

SCAG ID. No.: I20040447
Document Type: PMT
Project Title: Permit for the Valero Wilmington Refinery
Reg. Significance: No
Lead Agency: South Coast Air Quality Management District
City/County/Subregion: City of Los Angeles/Los Angeles/Los Angeles City
Contact: Pang Mueller - (909) 396-2433
Comment Due Date: 8/9/2004

Project Description:

The proposed project consists of the following principal components:
oModifying the existing Alkylation unit by eliminating use of concentrated HF catalyst and incorporating the ReVAP process, and enhancing the alkylate production capacity from 14,500 to 20,000 barrels per day;
oIncorporating alkylation efficiency improvements and design capacity enhancements by modifying the following alkylation-related units;
oInstalling new storage tanks, including the addition of a new butane storage sphere and a new propane storage bullet to accommodate the additional butane and propane production, and a new ammonia storage tank for the new SCRs to be installed. In addition, three existing storage tanks will be relocated within the refinery to make room for the improvements to the Alkylation unit.

The facility is located at 2402 East Anaheim Street, Wilmington, CA 90744.

<p>Total Documents Received - July 09, 2004: 3 Subtotal: NOP: 1 Permit: 1 Other: 1</p>

Documents Received: July 12, 2004

SCAG ID. No.: I20040448
Document Type: NOP
Project Title: Ontario International Airport Master Plan Development
Reg. Significance: Yes
Lead Agency: Federal Aviation Administration
City/County/Subregion: Ontario/San Bernardino/San Bernardino
Contact: Jennifer Mendelsohn - (310) 725-3637
Comment Due Date: 9/13/2004

Project Description: The City of Los Angeles proposes to develop the Ontario International Airport ("ONT") in accordance with a new Airport Master Plan ("Project"). (Although located in Ontario, the airport is owned by, operated by Los Angeles World Airports, a self-supporting branch of the City of Los Angeles.) The master plan will guide the development of Ontario International Airport through 2030. The Ontario International Airport is located in the City of Ontario, County of San Bernardino.

SCAG ID. No.: I20040449
Document Type: NOP
Project Title: The Olson Compnay on The Promenade
Reg. Significance: No
Lead Agency: City of Long Beach
City/County/Subregion: Long Beach/Los Angeles/Gateway Cities
Contact: Jill Griffiths - (562) 570-6191
Comment Due Date: 7/23/2004

Project Description: The proposed project would be the development of a mixed-use building consisting of 97 ownership units and 12,820 square feet of commercial space over two levels of subterranean parking at the southwest corner of Broadway and The Promenade. The project is located at 133 The Promenade North.

SCAG ID. No.: I20040450
Document Type: PMT
Project Title: LAFCO No. 2004-15-1
Reg. Significance: No
Lead Agency: Hilltop Ranch LLC
City/County/Subregion: County of Riverside/Riverside/Coachella Valley
Contact: Joe Carman, Jr. - (909) 772-4166
Comment Due Date: 8/6/2004

Project Description: Proposal: To annex for street lighting, and multiple services as provided by CSA 117.

General Location: Generally described as being north of Cajalco Road, east of Wood Road, west of Cole Avenue and south of C Avenue in the unincorporated Mead Valley area. See Thomas Bros. Riverside County 2004 Map Book page 776.

SCAG ID. No.: I20040451
Document Type: PMT
Project Title: Application No. 200200641-JMB
Reg. Significance: No
Lead Agency: U.S. Army Corps of Engineers
City/County/Subregion: /Not Applicable/
Contact: Jeannette Baker - (858) 674-5385
Comment Due Date: 7/26/2004

Project Description: The proposed action includes four separate but related elements: the Faraday Avenue Extension, the South Agua Hedionda Sewer extension, a regional stormwater detention basin on South Agua Hedionda Creek, and the Carlsbad Oaks North Business Park. The Faraday project is generally located east of El Camino Real, north of Palomar Airport Road, and west of Melrose Avenue: Township 11 South, Range 4 West of the San Bernardino Base & Meridian, USGS 7.5' San Luis Rey Quadrangle in the City of Carlsbad, San Diego County.

SCAG ID. No.: I20040452
Document Type: PMT
Project Title: Application No. 200401114-SJH
Reg. Significance: No
Lead Agency: U.S. Army Corps of Engineers, Los Angeles District
City/County/Subregion: County of Riverside/Riverside/Coachella Valley
Contact: Stephanie Hall - (213) 452-3410
Comment Due Date: 8/12/2004

Project Description: The proposed activity is the discharge of fill material into waters of the United States associated with the implementation of The Orchard at Stone Creek commercial retail shopping center development project that includes 437,030 square feet of retail space on 54 acres. The proposed impacts would occur in 0.44 acres of non-wetland waters of the United States, in unnamed tributaries to the Murrieta Creek. The proposed 54-acre Orchard-Stone Creek development site is located in Riverside County, in the City of Murrieta. The site is located within the northwest quadrant of the Clinton Keith Road interchange on Interstate 215.

<p>Total Documents Received - July 12, 2004: 5 Subtotal: NOP: 2 Permit: 3</p>
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Documents Received: July 13, 2004

SCAG ID. No.: I20040453
Document Type: NEG
Project Title: Re-zoning for the San Fernando road Corridor and Related Areas
Reg. Significance: No
Lead Agency: City of Glendale
City/County/Subregion: Glendale/Los Angeles/Arroyo Verdugo
Contact: Elaine Wilkerson - (818) 548-2140
Comment Due Date: 8/9/2004

Project Description: The San Fernando Road Corridor Rezoning Program includes a general plan amendment and zone change request (zoning map amendment and amendment to Title 30 of the Glendale Municipal Code, 1995) (General Plan No. 2004-01, Zone Change No. 2004-01) for the San Fernando Road Redevelopment Project Area as well as commercial and industrial properties generally located north of Broadview Drive and south of Verdugo Road in the Montrose area and along Victory Boulevard and Allen Avenue. As part of this project, new zoning categories and standards are proposed to allow for mixed-use development (industrial, commercial, and residential).

San Fernando Road Corridor and portions of, Broadview Drive and south of Verdugo Road (Montrose area), Victory Boulevard and Allen Avenue, Glendale, Los Angeles County.

SCAG ID. No.: I20040454
Document Type: NOP
Project Title: Fontana Promenade Specific Plan with Project Level Components
Reg. Significance: No
Lead Agency: City of Fontana
City/County/Subregion: Fontana/San Bernardino/San Bernardino
Contact: Elaine Wilkerson - (818) 548-2140
Comment Due Date: 8/13/2004

Project Description: The City of Fontana is preparing the Promenade Specific Plan to encourage a unique mixed-use development within this 125 acre gateway area into Northern Fontana. The project also includes project level components of a 20-acre big box development in the northernmost portion of the specific plan area. The project would be located in the City of Fontana.

SCAG ID. No.: I20040455
Document Type: NOP
Project Title: Edom Hill Landfill Closure/Post-Closure Project
Reg. Significance: No
Lead Agency: Riverside County Waste Management Department
City/County/Subregion: Cathedral City/Riverside/Coachella Valley
Contact: Mirtha Liedl - (909) 486-3200
Comment Due Date: 8/12/2004

Project Description: The Edom Hill Landfill has been in operation since 1967 as a Class III landfill facility, a landfill for nonhazardous, municipal solid waste (MSW), as per Title 27 Section

20240 through 20260 of the California Code of Regulations (CCRs). It is located in the Coachella Valley at 70-100 Edom Hill Road, Cathedral City, CA, directly east of the City of Cathedral City limits and north of Highway 10. The proposed Edom Hill Landfill Closure/Post-Closure Project is a prescription to close the landfill facility and rehabilitate the site.

SCAG ID. No.: I20040456
Document Type: OTH
Project Title: GTE Middle School--Notice of Determination
Reg. Significance: No
Lead Agency: Long Beach Unified School District (2425)
City/County/Subregion: Signal Hill/Los Angeles/Gateway Cities
Contact: James Poper - (562) 997-7550
Comment Due Date:

Project Description: Notice of Determination: The proposed project includes the development of a new school designed to accommodate 850 middle school students (grades 6-8). The proposed project would initiate with the demolition of existing buildings and structures on the site, and would include remediation and cleanup activities under the oversight of the State Department of Toxic Substances Control.

The proposed project site is located at the southern edge of the City of Signal Hill, at the boundary of the City of Long Beach, in southern Los Angeles County.

SCAG ID. No.: I20040457
Document Type: PMT
Project Title: LAFCO No. 2004-13-3
Reg. Significance: No
Lead Agency: Fiesta Development
City/County/Subregion: County of Riverside/Riverside/Coachella Valley
Contact: Vien Tran - (909) 898-1692
Comment Due Date: 8/9/2004

Project Description: Proposal: To annex for street lighting, and street sweeping services.

General Location: Generally described as being north of Summer Winds Drive, east of Antelope Road, west of Palomar Road and south of Watson Road in the unincorporated community of Romoland. See Thomas Bros. County 2004 Map Book page 808 and 838.

<p>Total Documents Received - July 13, 2004: 5 Subtotal: NOP: 2 NEG: 1 Permit: 1 Other: 1</p>
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Documents Received: July 14, 2004

SCAG ID. No.: **I20040459**
Document Type: **NEG**
Project Title: **Proposed Interstate 10--Date Palm Drive Interchange Project**
Reg. Significance: **Yes**
Lead Agency: **Caltrans, District 8**
City/County/Subregion: **Cathedral City/Riverside/Coachella Valley**
Contact: **Laurie Correa - (909) 955-2016**
Comment Due Date: **7/30/2004**

Project Description: Riverside County is proposing to reconstruct the existing Date Palm Drive interchange on Interstate 10 (I-10) in Riverside County between Palm Drive (Kilometer Post 62.8 [Post Mile 39.0]) and Ramon Road (Kilometer Post 64.2 [Post Mile 39.9]). The proposed project is located in central Riverside County in the City of Cathedral City.

SCAG ID. No.: **I20040460**
Document Type: **NEG**
Project Title: **Interstate 10--Palm Drive/Gene Autry Trail Project**
Reg. Significance: **Yes**
Lead Agency: **Caltrans, District 8**
City/County/Subregion: **County of Riverside/Riverside/Coachella Valley**
Contact: **Laurie Correa - (909) 955-2016**
Comment Due Date: **7/29/2004**

Project Description: Riverside County is proposing to reconstruct the existing Palm Drive/Gene Autry Trail interchange on Interstate 10 (I-10) in Riverside County Between Indian Avenue (Kilometer Post 57.4 [Post Mile 35.7]) and Date Palm Drive (kilometer Post 58.39 [Post Mile 36.5]). The proposed project is located in central Riverside County partially within the City of Palm Springs.

SCAG ID. No.: **I20040461**
Document Type: **EIR**
Project Title: **Shadow View Country Club**
Reg. Significance: **Yes**
Lead Agency: **City of Coachella**
City/County/Subregion: **Coachella/Riverside/Coachella Valley**
Contact: **Carmen Manrique - (760) 398-3102**
Comment Due Date: **8/26/2004**

Project Description: The proposed Specific Plan would facilitate the development of a residential community oriented around an 18-hole golf course and a mixed-use commercial center on approximately 464 acres and is generally located between the 10 Freeway, Dillon Road and State Route 86S. The Specific Plan Area consists of a commercial component and a residential/golf course component and include a maximum of 500,000 square feet of retail space. Planning Area 2 would contain the residential/golf course community and include 1,600 apartments, townhouses, condominiums, and/or single-family homes.

SCAG ID. No.: I20040462
Document Type: NEG
Project Title: Vellano's Golf Course Operations and Maintenance (Conditional Use Permit 04CUP01)
Reg. Significance: No
Lead Agency: City of Chino Hills
City/County/Subregion: Chino Hills/San Bernardino/San Bernardino
Contact: Zai Abu Bakar - (909) 364-2756
Comment Due Date: 8/2/2004

Project Description: The Project is a proposal to operate and maintain a championship length 18-hole golf course, Clubhouse, amenities, and maintenance building. The Project is located within Tract No. 15164 (at the end of the existing western terminus of Woodview Road).

Total Documents Received - July 14, 2004: 4
Subtotal: NEG: 3 DEIR: 1

Total Documents Received - July 01 through July 15, 2004: 49
Subtotal: NOP: 13 DEIR: 4 Permit: 9 Other: 2 Fed Grant: 7 INS: 2
EIS: 1 NEG: 11

MEMO

DATE: August 5, 2004
TO: Transportation and Communications Committee
FROM: Charlotte Pienkos, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov
SUBJECT: State Legislative Matrix

SUMMARY:

Attached to this memorandum are the bills and constitutional amendments of interest to the TCC. SCAG's positions are noted, as well as those of other agencies, where available.

Progress on legislation in Sacramento has been largely halted, as it is most years, as the Big Five work to resolve the budget impasse. As of this writing, the state budget is now several weeks overdue, with no summer recess having taken place. On the horizon, fiscal committees must report bills to the floor by August 13th. The Legislature may only meet on the floor from August 16th through the 31st. The last day for each house to pass bills is August 31st.

CAP#98918

Private file: Transportation

CA AB 1663	AUTHOR: Dutra (D) TITLE: Vehicle Additional Registration Fees FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/21/2003 LAST AMEND: 07/01/2004 FILE: 148 LOCATION: Senate Third Reading File SUMMARY: Relates to the additional fees charged on all commercial motor vehicles for vehicle registration used for vehicle theft crime programs, to extend the repeal date for such fees. Requires each participating county to issue a fiscal year-end report to the Controller, summarizing certain matters. Provides if a county fails to submit the report, the authority to collect the fee would be suspended. Requires the review of such reports to determine if the fee revenues are being utilized as required. STATUS: 07/02/2004 In SENATE. Read second time. To third reading. Position: League-Sup
CA AB 2024	AUTHOR: Bermudez (D) TITLE: Ports: Transportation Network FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/13/2004 LAST AMEND: 07/06/2004 COMMITTEE: Senate Appropriations Committee HEARING: 08/02/2004 10:00 am SUMMARY: Requires the ports of Los Angeles and Long Beach to evaluate changes in goods movement network to gauge adherence by these ports to certain state goals relative to utilization of and congestion at ports and to collect statistics regarding compliance with federal, state and local efforts to achieve certain related objectives. Requires the Business, Transportation and Housing Agency to implement added incentives for movement of port related cargo during certain hours. STATUS: 07/06/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. NOTES: Bermudez Staff: Paul Gonsalves (916) 319-2056 COMMENTARY: Similar to AB 2041 (Lowenthal).
CA AB 2032	AUTHOR: Dutra (D) TITLE: HOT Lanes: Demonstration Projects FISCAL COMMITTEE: yes URGENCY CLAUSE: no INTRODUCED: 02/13/2004 LAST AMEND: 07/08/2004 COMMITTEE: Senate Appropriations Committee HEARING: 08/02/2004 10:00 am SUMMARY: Authorizes the Sunol Smart Carpool Lane Joint Powers Authority and the Santa Clara Valley Transportation Authority undertake value pricing programs involving various HOT lanes under the jurisdiction of these sponsoring agencies. Requires net toll revenue generated by each program after payment of direct expenses to be allocated to the construction of high occupancy vehicle facilities and transit services improvement. STATUS: 07/08/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. Position: CALCOG-Sup
CA AB 2041	AUTHOR: Lowenthal (D) TITLE: Ports: Congestion FISCAL COMMITTEE: yes URGENCY CLAUSE: no

INTRODUCED: 02/17/2004
LAST AMEND: 05/06/2004
COMMITTEE: Senate Appropriations Committee
HEARING: 08/02/2004 10:00 am
SUMMARY:

Establishes the Port Congestion Management District governed by a board consisting of members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. Requires the board to establish a charge for the privilege of transporting cargo by commercial motor vehicle into or out of the Port of Los Angeles or the Port of Long Beach. Establishes a Port Congestion Management Fund. Requires certain reports from such ports.

STATUS:
 06/29/2004 From SENATE Committee on TRANSPORTATION: Do pass to Committee on APPROPRIATIONS.

NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054

COMMENTARY:
 Similar to AB 2024 (Bermudez).

CA AB 2043

AUTHOR: Lowenthal (D)
TITLE: Maritime Port Strategic Master Plan Task Force
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/17/2004
LAST AMEND: 07/07/2004
COMMITTEE: Senate Appropriations Committee
HEARING: 07/19/2004 1:30 pm
SUMMARY:

Requires the California Marine and Intermodel Transportation System Advisory Council to meet on an unspecified basis, hold public hearings, and compile data on certain issues relating to the growth and congestion of maritime ports. Requires the council to compile specified information and submit its findings to the Legislature on methods to better manage that growth and the environmental impact of moving goods through ports.

STATUS:
 07/07/2004 From SENATE Committee on APPROPRIATIONS with author's amendments.
 07/07/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

NOTES: Lowenthal Staff: Josh Tooker (916) 319-2054

CA AB 2628

AUTHOR: Pavley (D)
TITLE: Vehicles: Preferential Lanes
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/20/2004
LAST AMEND: 07/15/2004
COMMITTEE: Senate Appropriations Committee
HEARING: 08/02/2004 10:00 am
SUMMARY:

Includes a 2004 model year ultra-low emission vehicle and a hybrid vehicle that meets the State's advanced technology partial zero-emission vehicle standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel highway rating and ultra- and super ultra-low emission vehicles to list of vehicle using HOV lanes.

STATUS:
 07/15/2004 From SENATE Committee on APPROPRIATIONS with author's amendments.
 07/15/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

Position: CALCOG-Opp

CA AB 2880

AUTHOR: Pavley (D)
TITLE: Vehicles: Registration: Fees: Increase
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no

INTRODUCED: 02/20/2004
LAST AMEND: 07/15/2004
COMMITTEE: Senate Appropriations Committee
HEARING: 08/02/2004 10:00 am
SUMMARY:

Increases the motor vehicle registration surcharge that offsets the costs of the Carl Moyer Memorial Air Quality Standards Attainment Program for projects to reduce oxides of nitrogen from heavy-duty mobile sources and the Voluntary Accelerated Light-Duty Vehicle Retirement Program that provide incentives for the retirement of passenger motor vehicles. Requires the Sacramento Metropolitan Air Quality Management District to use the funds for air quality improvements. Relates to school buses.

STATUS:

07/15/2004 From SENATE Committee on APPROPRIATIONS with author's amendments.
 07/15/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA AB 3047

AUTHOR: Assembly Transportation Committee
TITLE: Transportation
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
LAST AMEND: 07/15/2004
COMMITTEE: Senate Appropriations Committee
HEARING: 08/02/2004 10:00 am
SUMMARY:

Authorizes the Transportation Commission to relinquish portions of certain highways to specified local agencies. Revises projects supported by the toll surcharge on bay area toll bridges. Relates to the statement on a smog certificate upon the transfer of a motor vehicle. Relates to provisions governing the traffic violation point system. Relates to the provisions governing the fee for abatement of abandoned vehicles. Relates to placards and plates for disabled persons.

STATUS:

07/15/2004 From SENATE Committee on APPROPRIATIONS with author's amendments.
 07/15/2004 In SENATE. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.

CA AB 3048

AUTHOR: Oropeza (D)
TITLE: Transportation Financing: Alternate Methods
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 03/01/2004
LAST AMEND: 06/22/2004
FILE: 87
LOCATION: Assembly Unfinished Business - Concurrence in Senate Amendments
SUMMARY:

States the intent of the Legislature to explore the use of alternative financing methods for transportation projects.

STATUS:

07/12/2004 In SENATE. Read third time. Passed SENATE. *****To ASSEMBLY for concurrence.

CA SB 924

AUTHOR: Karnette (D)
TITLE: Global Gateways Development Council
FISCAL COMMITTEE: yes
URGENCY CLAUSE: no
INTRODUCED: 02/21/2003
LAST AMEND: 06/24/2004
LOCATION: Assembly Appropriations Committee
SUMMARY:

Establishes the Global Gateways Development Council in Business, Transportation and Housing Agency, to review and collect data and information concerning the needs of commercial transportation and to advise the Legislature, the agency, the Transportation Commission, and regional transportation planning agencies in that regard. Requires the council to report annually to the Governor on the condition of the State's goods movement transportation system.

STATUS: 06/24/2004		In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS.
CA SB 1087	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Soto (D) Highways: Safe Routes To School Construction yes no 01/05/2004 06/24/2004 Assembly Appropriations Committee Extends the repeal date of projects for the improvement of highway safety and the reduction of traffic congestion. Extends the operation of the Safe Routes to School construction program. STATUS: 06/24/2004 Position:
		In ASSEMBLY. Read second time and amended. Re-referred to Committee on APPROPRIATIONS. CSAC-Watch
CA SB 1210	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: FILE: LOCATION: SUMMARY:	Torlakson (D) Transportation Financing: Alternate Methods no no 02/10/2004 06/23/2004 161 Assembly Third Reading File Authorizes the Department of Transportation to conduct a pilot project to let design-sequencing contracts for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation. STATUS: 06/29/2004
		In ASSEMBLY. Read second time. To third reading.
CA SB 1759	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: LOCATION: SUMMARY:	Denham (R) Transportation: Finance yes no 02/20/2004 04/01/2004 Senate Transportation Committee Deletes the requirement that money deposited in the State Highway Account in the State Transportation Fund that is not subject to constitutional requirements to be used for any transportation purpose be transferred to the Public Transportation Account in the State Transportation Fund. Includes money derived from the sale of buildings and other real property within the description of items not subject to constitutional requirements. STATUS: 04/27/2004 04/27/2004 Position:
		In SENATE Committee on TRANSPORTATION: Failed passage. In SENATE Committee on TRANSPORTATION: Reconsideration granted. CALCOG-Sup
CA SB 1793	AUTHOR: TITLE: FISCAL COMMITTEE: URGENCY CLAUSE: INTRODUCED: LAST AMEND: FILE: LOCATION: SUMMARY:	McPherson (R) Public Contracts: Design-Build Contracting no no 02/20/2004 06/23/2004 162 Assembly Third Reading File Expresses the intent of the Legislature to explore the use of alternative methods of financing and delivering transportation projects in the state, including design build, design sequencing and various forms of private financing, including tolls. STATUS:

06/29/2004

In ASSEMBLY. Read second time. To third reading.

CA SCA 11

AUTHOR: Alarcon (D)
TITLE: Local Government: Transactions and Use Taxes
FISCAL COMMITTEE: no
URGENCY CLAUSE: no
INTRODUCED: 02/26/2003
LAST AMEND: 03/23/2004
FILE: 37
LOCATION: Senate Third Reading File
SUMMARY:

Authorizes a local government authorized to incur indebtedness for infrastructure projects to incur, with the approval of 55% of its voters, indebtedness in the form of general obligation bonds to fund infrastructure projects, including construction of affordable housing for persons of very low, low, and moderate income, transportation enhancement activities, acquisitions of land for open-space use, and other infrastructure projects.

STATUS:

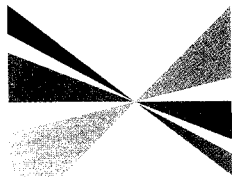
06/24/2004 In SENATE. Read second time. To third reading.

Position: CSAC-Pending, League-Sup

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July 21, 2004

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Riverside County: Marion Ashley, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Greg Pettis, Cathedral City • Ron Roberts, Temecula

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikelis, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Charles Smith, Orange County

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Mr. Bob Balgenorth, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 94273-0001

Subject: **RTP Checklist for SCAG's 2004 Regional Transportation Plan (2004 RTP)**

Dear Mr. ^{Bob} Balgenorth,

Pursuant to the Supplement to the 1999 RTP Guidelines, Southern California Association of Governments (SCAG) is pleased to submit the adopted and conforming 2004 RTP along with the completed Regional Transportation Plan Checklist. For your convenience and ready reference, we have also enclosed the associated technical appendices (two volumes). Transportation Conformity determination covering the entire SCAG region was completed and issued by the federal agencies on June 16, 2004.

The 2004 RTP provides a comprehensive and multi-modal transportation plan that is responsive to Caltrans, local government, county transportation commission as well as the public input. It reflects a vision for the region that balances land use with transportation investments in a way that is complementary to existing investments. The collaboration needed to develop a consensus on the plan was unprecedented and reflects the growing realization that we must better integrate land use planning and transportation investment decisions.

As demonstrated by the RTP Checklist, the 2004 RTP meets and complies with pertinent state and federal requirements. The plan presents a clear vision with explicit Policy, Action, and Financial Elements. The plan benefited from one of the most comprehensive and intensive public outreach and participation program. As required by the RTP Guidelines, an Executive Summary is provided at the outset of the document and an entire chapter is devoted to a clear description of the Needs Assessment. More importantly, the 2004 RTP is a conforming plan that is financially constrained and enjoys an unprecedented consensus in the region.

Should you have any questions or wish to discuss any part our submittal, please feel free to contact me at (213) 236-1944 or lkhrata@scag.ca.gov. Thank you.

Sincerely,

Hasan Ikhrata, Director
Planning and Policy

cc. Sharon Scherzinger, Caltrans Headquarters
David Sosa, Caltrans District 7
Gary Green, Caltrans District 8
Mark Baza, Caltrans District 11
Everett Evans, Caltrans District 12

APPENDIX ONE

Regional Transportation Plan Checklist

(To be completed electronically Microsoft Word format by the MPO/RTPA and submitted along with draft RTP to the Calif. Department of Transportation)

Name of MPO/RTPA: Southern California Association of Governments (SCAG)

Date Draft RTP Completed: October 2003

RTP Adoption Date: April 1, 2004

Environmental Document (ED) Certification Date (if applicable): Approved by SCAG's Regional Council on April 1, 2004

Identify where the ED is located (in the RTP, separate document, etc.): The 2004 RTP Program Environmental Impact Report (PEIR) is a separate and stand alone document available to public at designated libraries in the region and posted on SCAG's website.

By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.

A. Regional Transportation Plan Components

1. Explain how the RTP provides a coordinated and balanced transportation system.

SCAG's 2004 RTP, titled 'Destination 2030', provides a comprehensive and multi-modal regional transportation plan that is responsive to public input, local government input, Caltrans input and county transportation commission input. It reflects a vision for the region that balances land use with transportation investments in a way that is complementary to existing investments. The collaboration needed to develop a consensus on DESTINATION 2030 was unprecedented and reflects the growing realization that we must better integrate transportation and land use planning. It includes strategies that address all modes of transportation in a systems approach that reinforces the connections and dependencies of each mode on other modes.

2. Contains a short-term (10-year) time horizon. Page # Technical Appendix I, p. I-175
3. Contains a long-term (20-year) time horizon. Page # Chapter 4 starting on p. 83
4. Considers strategies to meet the seven planning factors specified in Title 23, 134(f) of the U.S. Code. **(MPOs only)** Page # Chapter 1, p. 26 & 27
5. Identify where the RTP describes how it is consistent with the Civil Rights Act as identified in Title 23, CFR § 450.316(b)(2). **(MPOs only)** Page # Chap. 1 (p. 30), and Technical Appendices G and H documenting the Environmental Justice Program and the Public Outreach Program.
6. Specify where the RTP identifies actions necessary to meet the

ADA as identified in Title 23, CFR § 450.316(b)(3). **(MPOs only)** Page # Technical Appendix I, p. I-162, I-165, I-170, I-173 (Specific programs identified to provide and ensure transportation services for Elderly and Handicapped)

7. Explain how the RTP considers, analyzes and reflects the following social and environmental effects. **(MPOs only)**

- a) Housing Page # Chap. 2 (p. 35-52), Table 2.1, and Appendix A
- b) Employment Page # Chap. 2 (p. 35-52), Table 2.1, and Appendix A
- c) Community development Page # Chap. 2 (p. 35-52), Table 2.1, and Appendix A
- d) Land Use Page # Chap. 1 (p. 19-23), Chap. 2 (p. 35-52), Table 2.1, and Appendix A
- e) Central city development goals Page # Chap. 2 (p. 35-52), Table 2.1; and Appendix A

8. Other social and environmental effects (identify and specify page number)

Adopted Goals, Page # 79 & 80, Adopted Policies, Page # 80, and Adopted performance objectives on Page # 82

B. Public Involvement

1. Includes a public involvement program that meets the requirements of Title 23, CFR § 450.316(b)(1) **(MPOs only)** Page # Chap. 1 (p. 30); and Appendix H

2. Where there are Native American Tribal Governments within the RTP boundaries, the tribal concerns have been addressed and the Plan was developed in cooperation with the Tribal Government(s) and the Secretary of the Interior (Bureau of Indian Affairs) (Title 23, CFR § 134, 135 [e]). Page # Chap. 1 (p. 30, 31), and Appendix H

3. Identify where the RTP describes the public involvement efforts the MPO/RTPA used during the development of the Plan. Page # Chap. 1 (p. 30); and Appendix H

4. Identify where the RTP describes the private sector involvement efforts the MPO/RTPA used during the development of the Plan. Page # Chap. 1 (p. 27-30); Appendix H

5. The RTP describes the coordination efforts of MPO/RTPA with regional air quality planning authorities. **(federal nonattainment and maintenance areas only)** Page # Chap. 5, (p. 169, 170); Also Appendix E

6. Specify where the RTP addresses efforts concerning interagency coordination. Page # Chap. 5 (p. 170); Also Appendix E

C. Policy Element

1. Identify where the regional transportation issues are addressed in the Policy Element. Page # Chapter 4

2. Specify where the regional needs are identified in the Policy Element. Page # Chapter 2, Page # 54-65

3. Identify where the regional transportation issues are described in the RTP.

Page # Chapter 2 (p. 35-78)

4. Identify where the objectives in the RTP are linked to a 10-year time frame. Page # Chap. 3 (p.82)

5. Identify where the objectives in the RTP are linked to a 20-year time frame. Page # Chap. 3 (p.82)

D. Action Element

1. Where are the transportation needs as discussed in the Policy Element identified in the RTP. Page # Chapter 2 (p. 54-65)

2. Specify where the RTP describes that it is consistent with the adopted regional transportation goals and policies? Page # Chapter 3; and Appendix C

3. Identify where the RTP conforms to the projected revenues. Page # Chap. 4 (p. 147), Table 4.18; Also Appendix B

4. Where does the RTP identify consistency with the projected constrained financial revenues. Page # Chap. 4 (p. 140-147), and Appendix B

5. Includes a discussion of highways. Page # Chap. 2 (p.54, 55), Chap. 4 (p.96-106); and Appendix D-1

6. Includes a discussion of mass transportation. Page # Chap. 2 (p. 56-59), Chap. 4(p. 106-116); and Appendix D-4

7. Includes a discussion of the regional airport system. Page # Chap. 2 (p. 62-64), Chap. 4 (p. 135-140); and Appendix D-6

8. Includes a discussion of regional pedestrian needs. Page # Chap. 2 (p. 53, 54) Chap.4 (p. 90-93); and Appendix D-2

9. Includes a discussion of non-motorized transportation Page # Chap. 2 (p. 53, 54) Chap.4 (p. 90-93); and Appendix D-2

10. Includes a discussion of rail transportation. Page # Chap. 2 (p. 60,61), Chap. 4 (p. 117-128); and Appendix D-3

11. Includes a discussion of maritime transportation. Page # Chap. 2 (p. 61, 62), Chap. 4 (p. 129); and Appendix D-3

12. Includes a discussion of goods movement. Page # Chap. 2 (p. 60,61), Chap. 4 (p. 117-128); and Appendix D-3

E. Consistency Requirement

1. Where does the RTP state the first four years of the fund estimate is consistent with four year STIP fund estimate adopted by the CTC. Page # Chap. 4 (p. 142)

2. Where does the RTP state the goal, policy and objective statements is consistent with the Financial Statement. Page # Chap. 5 (Consistency is implied by the demonstrated achievement of performance objectives.)

3. Where does the RTP state the projects included in the ITIP are consistent with those included in the RTP. Page # Chap. 4 (p. 83) (ITIP for SCAG region is included in the RTIP)

4. Where does the RTP identify the projects included in the RTIP are consistent with the RTP. Page # 83 (The 2002 RTIP is the baseline for the 2004 RTP and therefore is not only entirely consistent but is included in the RTP in its entirety. In fact, RTIP represents the first 6 years of the RTP.)

F. Performance Measurement

1. Identify the objective criteria for measuring the performance of the transportation system located in the RTP? Page # Chap. 3 (p. 82), Table 3.1, and Appendix C

G. Environmental Considerations

1. How were the environmental impact considerations of the RTP addressed (**Choose A or B**):

a) It was determined through the Initial Study (IS) process the projects in the RTP will not impact the environment, therefore a Negative Declaration was prepared. _____

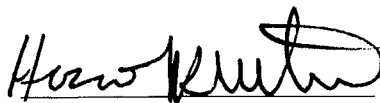
b) The MPO/RTPA prepared a program EIR in accordance with CEQA guidelines. **XXX**

2. Specify where the RTP identifies how it will conform to the State Implementation Plan (SIP). (**Federal nonattainment and maintenance areas only**) Page # Chap. 5 (p. 169, 170, and Appendix E

3. Specify where the RTP identifies TCM's to be implemented in the region. (**Federal nonattainment and maintenance areas only**) Appendix E

4. Identify where the RTP addresses efforts to coordinate with the regional Air Pollution Control District and the Calif. Air Resources Board (CARB) to ensure conformity with the SIP. (**Federal nonattainment and maintenance areas only**) Appendix E

I have reviewed the above information and concur that it is correct and complete .



Hasan Ikhrata, Director
Planning and Policy

REPORT

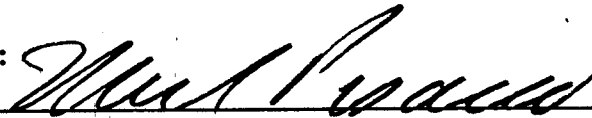
DATE: August 5, 2004

TO: Transportation & Communications Committee
Regional Council

FROM: Rich Macias, Manager, Transportation Planning and Programming
Sylvia Patsaouras, Manager, Environmental Planning

RE: 2004 Regional Transportation Improvement Program (2004 RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Provide additional time to conduct inter-agency consultation for further analyses of funding and timely implementation issues as well as to pursue regional strategies for overcoming these obstacles. Further, staff would need this time to appropriately respond to the Federal Highway Administration's (FHWA) concerns about financial constraint and project completion schedules.

Bring the RTIP approval action back for consideration at the September Regional Council meeting.

Have the President send a letter to the state and federal agencies urging them to conduct concurrent reviews for their respective approvals to meet the October 4, 2004 deadline.

Additionally, request that the Chairpersons and the Chief Executive Officers of SCAG and the County Transportation Commissions/Authorities meet and discuss critical conformity/TIP issues.

SUMMARY:

Since the June 18, 2004 release of the Draft 2004 RTIP, SCAG staff has worked with the staff of the transportation commissions to verify that every effort is being made to ensure the timely completion of Transportation Control Measure (TCM) projects. As part of this effort, a consultant was hired to reassess 120 TCM projects that were initially identified by staff as being questionable. The listing was narrowed down to nine projects with potential implementation issues.

Additionally, the FHWA has submitted comments expressing concerns about funding and implementation. In order to address these concerns, staff will continue to work with the transportation commissions—resolving any obstacles including funding and constructability issues that could potentially delay TCM project implementation and in turn, jeopardize the region's conformity status.



REPORT

BACKGROUND:

In conducting timely implementation analyses, staff initially identified 120 projects with potential delay issues. To date, staff has been able to narrow the listing to nine projects based upon further information and analyses. These nine projects require additional funds or actions for accelerated procurement in order to meet final implementation schedules.

#	County	Project Description
1	Los Angeles	San Fernando Valley North-South BRT
2	Los Angeles	Wilshire Blvd Rapid Transitway (Mid-City)
3	Los Angeles	Crenshaw Transit Corridor (note: non-TCM)
4	Los Angeles	I-5 HOV lanes from SR-134 to SR-170
5	Los Angeles	I-5 HOV lanes from SR-170 to SR-118
6	Los Angeles	I-5 HOV lanes from SR-118 to SR-14
7	Los Angeles	SR-60 HOV lanes from I-605 to Brea Canyon Rd
8	Orange	Centerline, John Wayne Airport to Santa Ana
9	Riverside	SR-91 HOV lanes through downtown Riverside (note: non-TCM)

Based upon the evaluation of these nine projects, staff estimated a total need of \$559 million to meet implementation schedules. This is a rather conservative estimate derived by evaluating level of funds currently programmed in the 2004 RTIP against total funding needs assumed for project completion in the 2004 Regional Transportation Plan (RTP).

It is critical to note that this funding shortfall results even after assuming transportation dollars are made available with an adopted state budget and a finalized federal surface transportation act. That is, the 2004 RTIP accounts for the region's share of transportation dollars expected as a result of the tribal gaming compacts, past state budget borrowings, moderate increases in federal surface transportation funding, as well as corrective measures to address the ethanol problem. Additionally, the 2004 RTIP assumes nearly \$1 billion in anticipated federal discretionary new starts funding for Los Angeles and Orange Counties to complete priority transit projects. Even with these assumptions, there still remains a funding shortfall of \$559 million just to meet implementation schedules for the nine projects identified above.

In light of the region's fiscal challenges and implementation issues, SCAG staff is committed to working with the county transportation commissions to clearly identify all potential solutions for resolving obstacles. Accordingly, SCAG in cooperation with the county transportation commissions will proactively seek transportation dollars that would ensure the timely implementation of critical projects. Staff proposes further consideration of the following strategies to address implementation obstacles:

- ◆ Re-evaluate the State's North/South allocation of funds—ensuring the region's fair share of transportation dollars, particularly for projects critical to meeting conformity requirements.

REPORT

- ◆ Coalesce the region to seek transportation dollars through the federal appropriations process—obtaining federal discretionary dollars for critical transportation projects.
- ◆ Support design/build arrangements and/or emergency procurement procedures as appropriate—facilitating the implementation of innovative arrangements to accelerate project delivery.
- ◆ Reprioritize the funding of projects as may be necessary—working with appropriate transportation partners to identify non-TCM projects that are being delayed and shifting any programmed funds for such projects to critical TCM projects.
- ◆ Work with appropriate transportation partners to consider substitution of projects as may be necessary.
- ◆ Assess the possibility of transportation fund loan arrangements between counties to ensure the timely implementation of critical TCM projects.
- ◆ Focus on local ballot initiatives to fund transportation projects including the imposition of ½ cent sales tax measures as may be necessary.

FISCAL IMPACT:

The staff resources for developing the 2004 RTIP are contained within the Fiscal Years 2003/04 and 2004/05 SCAG budgets.



MEMO

To: Transportation and Communications Committee

FROM: Michael Armstrong, Lead Regional Planner
Armstron@scag.ca.gov/213-236-1914

SUBJECT: Proposed LAX Master Plan Alternatives

DATE: July 19, 2004

SCAG aviation staff will summarize LAX Master Plan alternatives that have recently been proposed by City of Los Angeles Councilmember Cindy Miscikowski (i.e., "Consensus Plan--A Vision for the Future of LAX") and City of Los Angeles Councilmember Bernard C. Parks (i.e., "Los Angeles International Airport Renovation and Enhancement Plan"). The differences between the two proposals will be described, and well as the differences between each of these proposals and the latest "Preferred" Master Plan Alternative (i.e., Master Plan Alternative "D") proposed by Los Angeles World Airports (LAWA).

Councilmember Miscikowski's Consensus Plan is divided into two parts: (1) a Consensus Plan for LAX that describes an overall approach to a modified LAX Master Plan Alternative D, including general goals, objectives and policies; and (2) an LAX Specific Plan that describes the specific zoning regulations, development standards and project performance criteria for individual planning areas of the airport, and the specific projects proposed in the master plan that these standards and criteria would apply to. The Specific Plan establishes a list of "Baseline" Phase I master plan improvements that are eligible for recommendations by the Executive Director to the Board of Airport Commissioners (BOAC) regarding approval, approval with conditions, or denial of a request for an LAX plan compliance determination. They include:

- Security enhancements to existing facilities within the Airport Airside and/or Airport Landside areas
- Improvements to the South Airfield, including runways and taxiways
- Expansion of satellite terminal/FlyAway bus systems
- West face improvements to Tom Bradley International Terminal
- Construction of employee parking facilities
- Construction of the Intermodal Transportation Center (ITC)
- Construction of the Consolidated Rental Car Facility (RAC)
- Construction of the Automated People Mover (APM)

M. Armstrong 7/19/04 #101293
LAX Master Plan Alternatives

MEMO

- Construction of related transportation, public utility, and infrastructure improvements necessary for execution of above-mentioned projects

Other projects currently being proposed in LAX Master Plan Alternative D that are not included in the above list must meet additional requirements prior to the Executive Director seeking an LAX Plan compliance. These requirements include meeting established traffic generation standards, and being subject to a specific traffic analysis and security analysis through a Specific Plan Restudy. "Phase II" Improvements subject to these additional requirements would include:

- Construction of the Ground Transportation Center
- North Runway realignment and centerline taxiway construction
- Demolition and reconstruction of terminals 1, 2, and 3
- Construction of Western Satellite terminal

Councilmember Park's proposed LAX Master Plan Alternative is much less specific than the proposed Consensus Plan. It is similar in that it recommends improvements to the south airfield, improvements to and modernization of the Tom Bradley International Terminal, and construction of a new Intermodal Transportation Center and Consolidated Rental Car Facility. It is different in that it does not include mention of the proposed new FlyAway bus terminals, but does mention extending the Green Line along the Aviation/Florence right-of-way to downtown connections. It specifically precludes the possibility of implementing the "Phase II" projects that would further scrutiny in the Consensus Plan, including the proposed Ground Transportation Center in the Manchester Square Area, proposed improvements to the North Runway Complex and proposed demolition and reconstruction of terminals 1, 2 and 3.

SCAG staff has concerns about both of these master plan alternatives, relating to their consistency with the adopted aviation plan in the 2004 Regional Transportation Plan. Alternative "D" proposed by LAWA contains language that commits to maintaining the 78 million air passenger (MAP) constraint in the adopted RTP aviation plan. This would be accomplished through terminal gate capacity reductions resulting from the demolition and reconstruction of the north side concourses. In Councilmember Miscikowski's Consensus Plan, this action is placed in a "Phase II" project category that requires further scrutiny for any of these projects to be implemented, so commitment of the Consensus Plan to the 78 MAP constraint is weak. Councilmember Park's alternative deletes this action entirely. However, it does contain language stating that several of the existing Bradley gates will be replaced by a smaller number of larger capacity gates, and that existing remote gates will be removed from service. Whether this would accomplish holding the facility to 78 MAP is unclear.

Staff feels that both of these alternatives could be greatly improved by adding additional language that would specifically commit to an enforceable mechanism for limiting LAX to 78 MAP. This is a very important issue in terms of air quality conformity, since both on- and off-airport emissions budgets for LAX, in the most recently adopted RTP and AQMP, are based on a 78 MAP constraint.

M. Armstrong 7/19/04 #101293
LAX Master Plan Alternatives

MEMO

DATE: August 5, 2004

TO: The Regional Council
The Transportation and Communications Committee

FROM: Donald Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

SUBJECT: Innovative Financing and Project Delivery

SUMMARY:

At both state and federal levels, SCAG is pursuing legislation to facilitate the use of private financing and expedited project delivery for regional transportation projects, which is germane to SCAG's need for innovative financing as proposed in the Regional Transportation Plan (RTP). Experts in federal tax financing have drafted language for SCAG on TIFIA and tax credit financing; SCAG's Washington representatives are advocating for inclusion of the language in the reauthorization of TEA-21 or S. 1637 (Grassley). SCAG's Sacramento representatives are advocating for the inclusion of SCAG's proposal, the Regional Investment in Goods Movement, Highways, and Transit Act (RIGHT), in a conference report expected when SB 1210 (Torlakson), SB 1793 (McPherson) and AB 3048 (Oropeza) are finalized in a joint conference.

BACKGROUND:

SCAG's adopted 2004 RTP calls for the investment of \$62 billion in private financing for regional transportation projects including truck and rail capacity enhancements and Maglev. Working with CALCOG and the California Foundation on the Environment and the Economy (CFEE), a roundtable of transportation leaders, SCAG has advocated proposals to create in legislation the private financing tools necessary to implement the RTP. This memorandum updates members on SCAG's efforts at the state and federal level and briefly explains the legislative changes SCAG seeks.

TIFIA, Tax Credit Equity & Tax Credit Bond

The Transportation Infrastructure Finance Initiative Act (TIFIA) allows the US Department of Transportation to provide direct credit assistance in the form of loans, loan guarantees, or lines of credit to sponsors of major transportation projects. Direct loans reimburse a project sponsor's expenditures for eligible project costs. Loan guarantees and lines of credit provide sources of capital should project revenues fall short of amounts needed to repay commercial project investors. TIFIA credit instruments offer project sponsors an excellent way to boost debt service coverage and enhance senior project obligations at an affordable cost.

Highway, transit, passenger rail, and certain inter-modal projects are eligible to receive TIFIA assistance and both public and private entities may apply for TIFIA assistance. Such entities include state DOTs, local governments, transit agencies, special authorities or districts, railroad



companies, and private firms or consortia. The candidate project's eligible costs must reach at least \$100 million and must comply with the relevant federal regulations that attach to grant-funded transportation projects of the same type.

The changes SCAG seeks to TIFIA would make developmental grants available to project sponsors to fund the costs of predeployment activities, including environmental studies. SCAG also supports amendments to TIFIA currently included in the Senate version of the reauthorization bill that broadens the definition of eligible projects to include freight projects and that removes the annual limitation on the principal amount of credit support.

In the area of tax credit financing, language has been proposed that would facilitate raising investment capital for goods movement projects through tax credit equity and tax credit bonds. Tax credit equity works in the following manner: Investors contribute two-thirds of project costs with up front capital and receive annual tax credits and the principle at maturity in return. Tax credit bonds, by comparison, would be sold to institutional investors to raise 100% of project costs. A project sponsor would be required to pay the initial one-third non-federal match into a sinking fund.

With the necessary draft language prepared, SCAG's Washington representatives have been working to press these amendments into the TEA-21 reauthorization or the S. 1637 conference committees. However, with congressional progress slowed nearly to a halt in the face of ongoing disagreement about the appropriate funding levels for the reauthorization, progress has been gradual, but consistent and will continue.

Design Build, Design Sequencing and RIGHT

In Sacramento, three bills have advanced, SB 1210 (Torlakson), SB 1793 (McPherson) and AB 3048 (Oropeza), that relate to design build and design sequencing project delivery and public/private partnerships for goods movement project financing.

To capitalize on the expected conferencing-together of SB 1210, SB 1793, and AB 3048, SCAG has proposed a mechanism to speed investment in regional transportation projects. The Regional Investment in Goods Movement, Highways, and Transit Act (RIGHT) would create regional authorities to oversee the planning, design, construction, operation, maintenance, and financing of private sector-financed, user-supported projects.

According to RIGHT, an eligible project's total costs, excluding operations and maintenance, must equal or exceed \$100 million and the public funding contribution may not exceed 30% of project costs. Projects must be included in the Regional Transportation Plan and the Regional Transportation Improvement Program and must comply with environmental justice requirements. In entering into agreements with private developers of transportation projects, regional authorities could not preclude the construction or financing of competing public facilities, but could agree to make payments to make up any loss of revenues resulting from the competing facilities.

RIGHT includes environmental streamlining provisions to expedite project delivery. The role of county transportation commissions has also been strengthened in response to their concerns.

SCAG's Sacramento representatives are working with members of the Legislature in the "design-build conference committee" to include RIGHT in their report. To meet the needs of the region, additional dollars beyond current revenue streams must be maximized to increase goods movement and transportation infrastructure for the benefit of Southern California's economy.

CAP#101413

MEMO

DATE: August 5, 2004

TO: The Regional Council
The Transportation and Communications Committee

FROM: Donald Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

RE: Update on Tribal Gaming Compacts and Prop 68 & 70

SUMMARY:

Two ballot initiatives on tribal gaming, Propositions 68 and 70, are drafted in a way that, if passed by voters, will void Governor Schwarzenegger's signed compact with the Indian tribes. Transportation stakeholders are concerned about the possibility the signed compact will be negated because its proceeds are to be used to repay amounts borrowed in recent years from dedicated transportation funds to bolster the General Fund. Propositions 68 and 70 do not backfill transportation funds and may merit further consideration by the Regional Council this summer.

BACKGROUND:

In June, Governor Schwarzenegger signed a compact with five Indian tribes authorizing them to operate unlimited numbers of slot machines in exchange for a one-time payment of \$1 billion to the State, followed annually with as much as \$150 million a year in additional payments. The compact was ratified by the Legislature in AB 687 (Nunez). The compact is a serious concern for transportation stakeholders because the proceeds will be used to repay monies borrowed in recent years from dedicated transportation funding sources like the Traffic Congestion Relief Fund (TCRF), created by Proposition 42 in 2000.

If passed, Propositions 68 and 70 will negate the compact Governor Schwarzenegger recently negotiated. Proposition 68 allows eleven non-tribal racetracks and other gambling establishments who sponsored the initiative to operate 30,000 slot machines and pay 33%, upward of \$1 billion, of the revenue to the state. Prop 70, sponsored by the Agua Caliente Band of Cahuilla Indians, calls for the Governor to offer renewable 99-year gaming agreements to Indian tribes with no limits on the number of slot machines. Tribes would pay the state a portion of revenues based on the state's prevailing corporate tax rate, currently 8.84%. Revenues from neither Proposition 68 nor Proposition 70 would be used for transportation purposes, unlike the deal ratified in AB 687.

Reports indicate that sponsors and interested parties, including the Governor, are gearing up to fight for or against the propositions in the fall. The Regional Council may wish to review the propositions this summer in light of its stated policy of support for replenishing and firewalling Proposition 42 funds. Government Affairs will provide updates on the propositions as events arise.

CAE#101310



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

MEMO

DATE: August 5, 2004

TO: The Regional Council
The Transportation and Communications Committee (TCC)

FROM: Donald Rhodes, Manager of Government and Public Affairs
Phone: (213) 236-1840 E-Mail: rhodes@scag.ca.gov

SUBJECT: Reauthorization of TEA-21 and Federal Appropriations Update

SUMMARY:

Another two-month extension of TEA-21 is expected prior to the congressional recess on July 23rd. The FY05 Appropriations bill for transportation is expected to be folded into an Omnibus Appropriations Act, as has been done in recent years past. SCAG continues to advocate for a higher rate of return to the states in the reauthorization measure, among other issues, and for the Regional Consensus projects in the appropriations bill.

BACKGROUND:

Following the direction of the Regional Council as expressed in the 2004 Legislative Program and the Southern California Consensus Program for TEA-21, staff has worked to ensure that SCAG related issues are being addressed in the reauthorization of TEA-21 and the federal FY05 Transportation Appropriations bill. This memorandum provides an update to members on both federal measures and SCAG's advocacy efforts on behalf of the region.

Reauthorization of TEA-21

The Transportation Equity Act of the 21st Century (TEA-21) expired September 30, 2003 and has since been extended several times. Its current expiration date is slated for July 30th, a week after the Congress recesses on July 23rd. Most observers believe that the Congress will pass another 60-day, "clean" extension to continue the program until September 30th, the end of the federal fiscal year. An extension would keep open the possibility for a last-minute enactment of the reauthorization bill in September before the congressional and presidential elections. Absent any action in September, Congress may pass yet another short-term extension or may pass a longer-term extension, deferring action until the new Congress takes over next year.

After months of being billions of dollars apart in their respective funding levels with the Senate-passed bill at \$318 billion and the House measure at \$284 billion, it appeared in recent weeks that negotiators were near agreement. While no official offers were made, the House leadership was reported to support a package of \$299 billion in contract authority (including \$10 billion in rescissions from prior unobligated balances) and \$284 billion in guaranteed obligations. At least part of the Senate conferees were said to be prepared to back \$304 billion in contract authority

and \$290 billion in guaranteed obligations. Further conference committee meetings were postponed, however, and no agreement was reached.

Several issues of concern to SCAG remain unresolved as the result of the congressional delay. Among them is the subject of the overall rate of return to the states, referred to as a state's "takedown," and the adoption of the revised ethanol fuel tax. Under TEA-21, states received a takedown of 93%; however, based on the Senate's proposed reauthorization takedown could drop to 83%. In reference to ethanol fuel tax, there was no mention of the tax in TEA-21. However, the Senate and Administration's versions of the bill look to redirect 2.5 cents of ethanol tax that had been diverted to the General Fund, and staff has worked to ensure the adoption of this change beyond the reauthorization using other legislation. As of this writing, no definitive results have been produced.

On a positive note, the Senate has proposed an increase of .5% for metropolitan planning take-down, the amount MPOs receive of a state's apportionment to conduct their mandated metropolitan planning activities. Under TEA-21, MPOs received 1%. The additional funding is critical in light of the creation of 42 new MPOs since the 2000 Census and the expansion of MPO responsibilities.

SCAG continues to press for a resolution in conference committee of the take-down issue and others via its Washington, D.C. representatives and as part of larger coalitions like the Southern California Consensus Program delegation, the Association of Metropolitan Planning Organizations (AMPO), the National Association of Regional Councils (NARC) and Caltrans.

Federal FY05 Appropriations

Every year, Congress appropriates funds through a number of measures referred to as Appropriations bills. As of this writing on July 22nd, the House Subcommittee on Transportation, Treasury and Related Agencies Appropriations has "marked up" or revised its FY05 Appropriations bill. In total, the bill provides more than \$89.9 billion in transportation funding, an increase of \$1 billion over the President's request but \$495 million below the FY04 level. Discretionary spending has been set at \$25.4 billion, \$275 million below the President's request and \$2.9 billion below the FY04 level.

Transit program spending totals \$7.249 billion in the FY05 bill, including \$1 billion for new fixed guideway systems, which is down \$300 million from last year's allocated levels. The highway spending level, currently marked up at \$34.6 billion, is \$800 million more than last year's approved levels and an increase of \$1 billion above the President's FY05 budget request. **The subcommittee elected to only earmark those New Starts rail projects that have Full Funding Grant Agreements (FFGA) or that are expected to sign an FFGA within the next six months.**

Of the projects listed on the Regional Consensus Appropriations Request list, the only project that received an earmark was the Los Angeles County Metropolitan Transportation Authority Eastside Light Rail Transit Project for \$60 million. This is because **no highway projects were earmarked**. It was understood that highway earmarks were to be dealt with at a later time, but

as the July 23rd recess date nears, it appears more likely that Congress will roll the transportation appropriations bill into an Omnibus Appropriations Act, as it has the last two years.

As Congress enters the upcoming congressional election season and as the presidential election approaches, there is reason to believe an Omnibus bill will be passed prior to the September adjournment. If not, an Omnibus measure could not be enacted until the return of the Congress in the new year. SCAG is pressing the advancement of the Regional Consensus Appropriations requests and will continue to monitor the progress of the FY05 Appropriations bills closely.

CAP#101436

MEMO

TO: Transportation and Communications Committee
FROM: Brett Sears, Associate Regional Planner, Environmental Planning, (213) 236-1810,
sears@scag.ca.gov
DATE: August 5, 2004
SUBJECT: Alternative Fuels

RECOMMENDED ACTION: Information only.

SUMMARY:

The Transportation and Communications Committee asked SCAG staff to report on SCAG policy regarding alternative fuels. SCAG has been a member of the Clean Cities Program, a program established by the U.S. Department of Energy to expand the use of vehicles operating on alternative fuels, since 1991 and has incorporated policy supporting alternative fuels into a Regional Council resolution and several planning documents.

BACKGROUND:

At its May 1991 meeting, the Regional Council approved a request to the Secretary of the U.S. Department of Energy to designate SCAG as a member of the Clean Cities Program. The Clean Cities Program was established by the U.S. Department of Energy to support locally based government/industry partnerships in the expanded use of vehicles operating on alternative fuels. Currently, The Partnership administers the Clean Cities Program in the SCAG region.

SCAG has entered into voluntary Memoranda of Understanding with several partners on behalf of the Clean Cities Program in order to:

- Join in a coordinated effort to promote and accommodate the acquisition and use of alternative fuel vehicles, change local and state laws to facilitate alternative fuel vehicles and infrastructure, and establish necessary refueling sites and servicing facilities;
- Provide assistance in the collection and analysis of environmental, economic, and performance data on alternative fuel vehicle use and experience, and distribution of information regarding alternative fuels and vehicles;
- Work with public private organizations such as The Partnership to encourage engine manufacturers and alternative fuel producers to develop vehicles and infrastructures that meet local and regional needs;



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MEMO

- Develop applications for funding service from the state and federal government or other appropriate sources to sustain the objectives of the program.

The Regional Council approved a resolution which supported existing and proposed clean fleets bills and encouraged local governments to purchase alternative fuels vehicles at its October 1999 meeting.

SCAG has addressed alternative fuels in several of its planning documents. SCAG's 1994 Regional Mobility Plan contains an Advanced Transportation Technology Strategy that includes Alternative Fuel Vehicles (AFVs) and Zero Emission Vehicles (ZEVs) and support for The Partnership. SCAG's Energy Chapter of the Regional Comprehensive Plan and Guide recommends implementing the development of alternative fuels, AFVs, and ZEVs. SCAG has sponsored clean fuel and electric vehicle symposia, including the Clean Fleets Symposium held in Long Beach in December 1999 and the National Alternative Fuel Vehicle Odyssey Fair held in Diamond Bar in April 2004.

At its June 1999 meeting, the Regional Council voted to oppose AB 71 (Cunneen) "High Occupancy Vehicle (HOV) Lanes: Inherently Low-Emission Vehicles (ILEVs)." The bill would have allowed ILEVs to use HOV lanes, as well as HOV on-ramps. Proponents of AB 71 maintained that permitting ILEVs on HOV facilities would be an incentive to purchase these types of vehicles. The Energy and Environment Committee voted to support the bill in order to facilitate the introduction of ILEVs. The Transportation and Communications Committee voted to oppose the bill on the principle that the HOV lanes were built to reduce congestion and this bill would undermine that principle.

FISCAL IMPACT: All work related to this memo was contained within the FY03-04 work program.

MEMO

DATE: July 23, 2004

TO: Transportation & Communications Committee

FROM: Naresh Amatya, Lead Regional Planner,
213-236-1885 ; amatya@scag.ca.gov

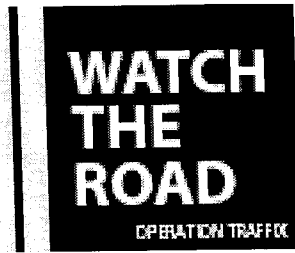
RE: Watch The Road Campaign

RECOMMENDED ACTION: Information Only.

SUMMARY:

Watch the Road is a major traffic safety campaign underway that is designed to reduce the bad behaviors of roadway users in Los Angeles County. The campaign was formally launched in May of this year and is expected to last about 18 months. The attached fact sheet provides the basic information relative to this program.





FACT SHEET

In the past five years, 3550 people tragically died on the roadways in Los Angeles County due to traffic crashes. Another 440,000 people sustained injuries. The aftermath of these crashes is heartrending; the cost to society is billions of dollars. Additionally, crashes contribute to millions of hours of unexpected traffic congestion.

Watch the Road is an education and awareness campaign designed to reduce the bad behaviors of roadway users in Los Angeles County that contribute to traffic crashes. The campaign targets drivers, pedestrians and bicyclists; its goals are to save lives, reduce injuries and relieve traffic congestion.

Operation Traffic

Operation Traffic is a collaboration of organizations that founded the **Watch the Road** Campaign. The collaboration is committed to increasing traffic safety and mobility in the Los Angeles region. Membership in the collaborative is open to all organizations – public, private and non-profit. The founding members of the collaborative include:

- Automobile Club of Southern California
- California Department of Transportation
- California Highway Patrol
- City of Los Angeles Department of Transportation
- County of Los Angeles Department of Public Works
- Greater Los Angeles New Car Dealers Association
- Los Angeles County Metropolitan Transportation Authority
- Southern California Association of Governments

Campaign strategies

- Make campaign brand synonymous with good road-user behavior
- Create and leverage broad community support for campaign
- Optimize effect of campaign messages
- Sustain campaign for at least 18 months
- Manage campaign to achieve desired results

Desired Results

- Heightened awareness for responsible driving, bicycling and walking
- Modified behavior of target audiences
- Reduced fatal and injury crash rates
- Less traffic congestion
- Continued Countywide collaboration to leverage resources and promote message

Target Audiences

Los Angeles County motorists, bicyclists and pedestrians

Top Ten Roadway User Bad Behaviors

- Driving too fast for conditions
- Aggressive driving
- Inattentive driving
- Driving under the influence
- Driving through red light
- Not yielding to pedestrian
- Bicycling on left side of road
- Bicycling through red light
- Walking without looking
- Walking outside crosswalk

Duration

The campaign will launch in mid-May 2004. It is anticipated to last for at least 18 months, to January 2006.

How to Get Involved

You can get more information about Operation Traffic, and the Watch the Road Campaign, by contacting the City of Los Angeles Department of Transportation at **(213) 580-5470**. Some ways to become involved include:

- Placement of campaign messages on billboards, magazines, newspapers, newsletters, public areas, television, and other communication outlets
- Distribution of campaign materials to community groups, schools, associations, customers and other stakeholders
- Underwriting the production and development of supplemental campaign material
- Sponsorship of campaign ads on the radio, television, and internet
- Host an awareness fundraiser
- Tax deductible contributions

Info on the Net

A copy of this Fact Sheet and other information can be downloaded from www.watchtheroad.org

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